



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

February 22, 1998 - February 28, 1998 Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
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ISSUE: 98-09



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

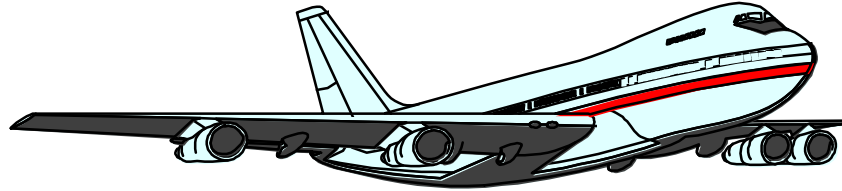
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

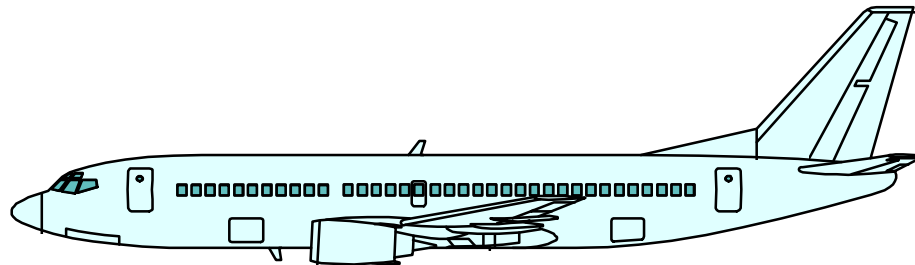
john_e_jackson@mmacmail.jccbi.gov

james_gillespie@mmacmail.jccbi.gov

blake_mcdonald@mmacmail.jccbi.gov



SIGNIFICANT OCCURRENCE REPORT





U.S. Department
of Transportation
**Federal Aviation
Administration**

THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

2/22/98 - 2/28/98 ISSUE: 98-09 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7110 UALA *****	413UA 470	AIRBUS A320232	IAE V2527A5			FAN PANELS	DEPARTED NR 1 ENGINE		11/21/97 97UAL900837
AIRCRAFT RETURNED TO IAD FOR PRECAUTIONARY LANDING DUE TO NUMBER 1 ENGINE FAN PANELS DEPARTING AIRCRAFT AFTER TAKEOFF.									
7200 NWAA *****	341NW 380	AIRBUS A320212	CFMINT CFM565A3			ENGINE 3017855020	FAILED NR 1	17208 17208	2/16/98 9802903241
DURING CRUISE FLIGHT, NR 1 ENGINE FUEL FILTER CLOG ECAM ANNUNCIATED. FLIGHT CREW DIVERTED AIRCRAFT TO MEM. NR 1 ENGINE SHUT DOWN 20 MILES FROM MEM. AN UNEVENTFUL LANDING WAS PERFORMED. MAINTENANCE FOUND THE FUEL FILTER CONTAMINATED WITH BRONZE PARTICLES AND THE LPT CASE HAD AN AREA OF BURN THRU AT THE 11:00 POSITION. REPLACED THE NR 1 ENGINE. AIRCRAFT TO BE FERRIED TO DLH FOR FURTHER INSPECITON.									
5711 EUJR *****	218CR 218	AMD FALCOND				SPAR CAP	CRACKED RT WING		2/11/98 98ZZZX850
INSPECTION FOUND LOWER SPAR CAP CRACKED ON RT WING. LENGTH OF CRACK IS APPROXIMATELY 32 INCHES LOCATED IN RADIUS. A STANDARD REPAIR WILL BE ACCOMPLISHED USING FALCON SRM. TOTAL AIRCRAFT TIME, 22,326.5 HOURS. LANDINGS, 16,576. CRACK WAS DISCOVERED WHILE INSPECTING FOR FUEL LEAKS.									
7200 DALA *****	154DL 25241	BOEING 7673P6	GE CF680C2B2			THERMAL SHIELD 9315M41P20	CRACKED NR 2 ENGINE	23873	1/29/98 DL76G980255
SHOP FINDINGS - NO FLIGHT INCIDENT. DURING OVERHAUL OF ENGINE 695373, THE HPT THERMAL SHIELD WAS FOUND TO HAVE A FLANGE TO FLANGE CRACK. THIS PART PROVIDES THE ROTATING SEAL BETWEEN THE T1 AND T2 DISK. THE THERMAL SHIELD IS NOT LIFE LIMITED. DUE TO THE CRACK, THE T1 AND T2 DISK WERE SCRAPPED BASED ON GE RECOMMENDATION.									
2912 GJQR *****	38WP 6500032	CESSNA 650				BACK UP RING MS2877422	MISMANUFACTURED RT HYD FILTER	522	1/19/98 98ZZZX806
ON MAINTENANCE POST-FLIGHT, DISCOVERED RIGHT ENGINE HYDRAULIC MAIN FILTER WET WITH HYDRAULIC FLUID. INVESTIGATION SHOWED LEAKAGE FROM FILTER BOWL SEAL AND TEFLON CHEVRON AREA. INSPECTION OF O-RING SEAL AND BACK-UP TEFLON RINGS SHOWED BEVEL DEFECT ON BACK-UP RING LETTING O-RING DEFORM. THE BACK-UP RING SHOWED BEVELS CUT THE SAME ANGLE PREVENTING OVERLAP FROM A SMOOTH SURFACE. REPLACED O-RING AND BACK-UP RINGS THAT CORRECTED THE CONDITION. SUBMITTER RECOMMENDED TECHNICIAN'S ATTENTION TO BACK-UP RING INSPECTION. AT TIME OF INSTALLATION, PLACE ON FLAT SURFACE AND SEE HOW ENDS OVERLAP FOR A MATCHED SMOOTH SURFACE.									
7120 FDEA *****	060FE 46970	DOUG DC1010F				TRUSS BOLTS AUB7034	LOOSE NR 1 ENGINE		2/23/98 98FDEA00123
NR 1 ENGINE FWD ENGINE MOUNT TRUSS FITTING HAS 25 TO 30 BOLTS LOOSE AND 1 EA SHEARED LT AND RT. *S/D* COMPLIED WITH EA 8-5410-35982. 2-4-98.									
7250 UALA *****	1858U 46987	DOUG DC1030	GE CF650C2			HPT BLADE 9045M14G06	FAILED NR 3 ENGINE		10/8/97 97UAL900759
AMBER ALERT WITH NR 3 ENGINE FIRE WARNING. RETURNED TO DENVER. *S/D* A HPT STAGE 2 BLADE FAILED JUST BELOW THE PLATFORM, LIBERATING THE AIRFOIL AND CAUSING SEPARATION OF TWO ADJACENT AIRFOILS. THE LIBERATED AIRFOILS CAUSED EXTENSIVE SECONDARY DAMAGE AND THE ENGINE SHUTDOWN INFLIGHT. THE BLADE FAILURE WAS CAUSED BY A CASTING DEFECT IN THE BLADE ROOT. SUBMITTER STATES THERE SHOULD BE A LIMIT THE NUMBER OF TIMES REPAIR CAN BE MADE.									
2710 ARWA *****	1804 45896	DOUG DC862				BOLT 46494011	SHEARED LT AILERON		2/24/98 ARWA980207
UNABLE TO MOVE AILERONS IN MANUAL TO RIGHT, UNABLE TO MOVE RIGHT RUDDER PEDAL. UPON FURTHER INSPECTION FOUND SHEARED BOLT AT LT MANUAL REVERSION MECHANISM LINKAGE JAMMING LINKAGE. REMOVED AND REPLACED BOLT, AILERON REVERSION SYSTEM OPS. CHECKED NORMAL IN MANUAL MODE IAW M/M 27-11-8. FOUND RUDDER SYSTEM TO OPS CHECKED NORMAL IN MANUAL REVERSION AND NORMAL MODE IAW M/M 27-21-0. NO DEFECTS NOTED AT THIS TIME.									

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5720 LEGR *****	180AR 148	GULSTM G1159B				BOLTS NAS116558L	CORRODED WINGLET ATTACH	11786	1/29/98 98ZZZX798
REMOVED LEFT WING WINGLET ATTACHMENT BOLTS AND SLEEVES TO REMOVE WINGLET FOR ACCESS. FOUND ALL SIX BOLTS EXCESSIVELY CORRODED. THERE IS NO REQUIRED INSPECTION IN CHAPTER 5 FOR THESE BOLTS. THERE IS ALSO NO REMOVAL OR INSTALLATION INSTRUCTIONS FOR WINGLET IN MM. SUBMITTER RECEIVED SPECIAL INSTRUCTIONS FROM ENGINEERING FOR SEALING AND TORQUES. SUBMITTER SUGGESTED WINGLET SHOULD HAVE CHAPTER 5 INSPECTION REQUIREMENT EVERY 5 YEARS, AND PROCEDURE TO INSTALL AND REMOVE.									
5720 LEGR *****	180AR 148	GULSTM G1159B				BOLTS NAS116565L	CORRODED WINGLET ATTACH	11786	1/29/98 98ZZZX797
REMOVED LEFT WING WINGLET ATTACHMENT BOLTS AND SLEEVES TO REMOVE WINGLET FOR ACCESS. FOUND ALL SIX BOLTS EXCESSIVELY CORRODED. THERE IS NO REQUIRED INSPECTION IN CHAPTER 5 FOR THESE BOLTS. THERE IS ALSO NO REMOVAL OR INSTALLATION INSTRUCTIONS FOR WINGLET IN MM. SUBMITTER RECEIVED SPECIAL INSTRUCTIONS FROM ENGINEERING FOR SEALING AND TORQUES. SUBMITTER SUGGESTED WINGLET SHOULD HAVE CHAPTER 5 INSPECTION REQUIREMENT EVERY 5 YEARS, AND PROCEDURE TO INSTALL AND REMOVE.									
5720 LEGR *****	180AR 148	GULSTM G1159B				BOLTS NAS116551L	CORRODED WINGLET ATTACH	11786	1/29/98 98ZZZX796
REMOVED LEFT WING WINGLET ATTACHMENT BOLTS AND SLEEVES TO REMOVE WINGLET FOR ACCESS. FOUND ALL SIX BOLTS EXCESSIVELY CORRODED. THERE IS NO REQUIRED INSPECTION IN CHAPTER 5 FOR THESE BOLTS. THERE IS ALSO NO REMOVAL OR INSTALLATION INSTRUCTIONS FOR WINGLET IN MM. SUBMITTER RECEIVED SPECIAL INSTRUCTIONS FROM ENGINEERING FOR SEALING AND TORQUES. SUBMITTER SUGGESTED WINGLET SHOULD HAVE CHAPTER 5 INSPECTION REQUIREMENT EVERY 5 YEARS, AND PROCEDURE TO INSTALL AND REMOVE.									

(End of SIGNIFICANT OCCURRENCE REPORT)

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

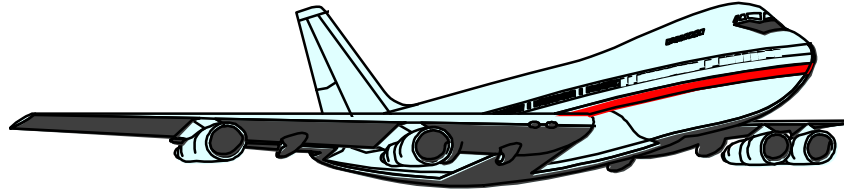
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 2/22/98 To 2/28/98

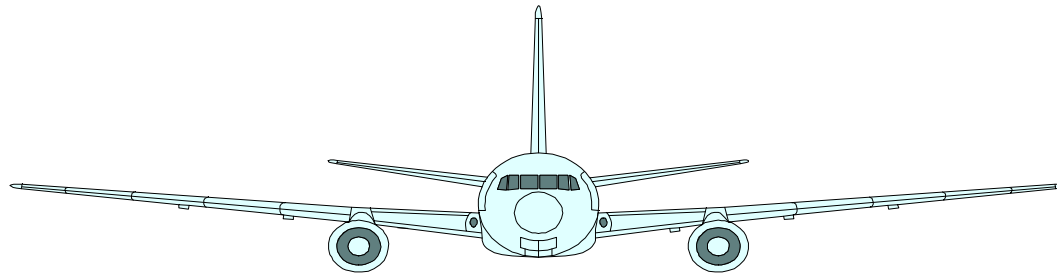
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
3017855020														
ENGINE	A320212	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 3017855020	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
46494011														
BOLT	DC862	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 46494011	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
4693300														
DRAG LINK BUSHIN	PA31T	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 4693300	-----	1	-	-	-	-	-	-	-	-	-	-	1	-
9045M14G06														
HPT BLADE	DC1030	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 9045M14G06	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
9315M41P20														
THERMAL SHIELD	7673P6	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 9315M41P20	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
AUB7034														
TRUSS BOLTS	DC1010F	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # AUB7034	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
MS2877422														
BACK UP RING	650	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
BACKUP RING	650	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # MS2877422	-----	2	-	-	-	-	-	-	-	-	-	-	-	2
NAS116551L														
BOLTS	G1159B	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # NAS116551L	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
NAS116558L														
BOLTS	G1159B	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 2/22/98 To 2/28/98 (cont'd)

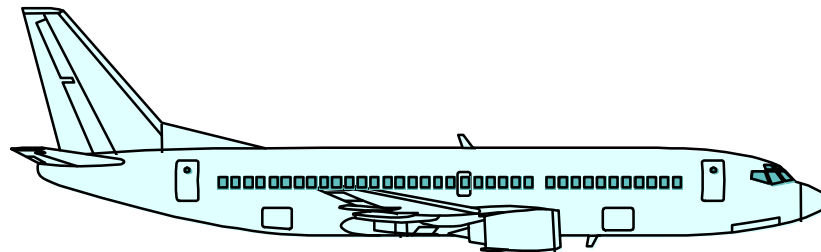
<u>PART NUMBER</u>		<u>YEAR</u>													
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	
TOTAL of # NAS116558L -----		1	-	-	-	-	-	-	-	-	-	-	-	1	
NAS116565L															
BOLTS	G1159B	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # NAS116565L -----		1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL for ALL (11) PART NUMBERS: ----		11	-	-	-	-	-	-	-	-	-	-	1	10	
END OF SIGNIFICANT OCCURRENCE REPORT INDEX															



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**2/22/98 - 2/28/98 ISSUE: 98-09 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2561 SCNA	UNK					LIFE VEST P0723103	FAILED TEST CABIN	1/26/98	SCNA98010
LIFE VESTS WERE REJECTED AT SHOP DUE TO FAILURE OF AIR RETENTION TEST IN ACCORDANCE WITH MFG CMM 25607, 25602, 25606 AND 256064. SERIAL NUMBERS AFFECTED WERE F96600 AND E27698.									
2561 SCNA	UNK					LIFE VEST P0723103W	FAILED TEST CABIN	1/26/98	SCNA98011
LIFE VESTS WERE REJECTED AT SHOP DUE TO FAILURE OF AIR RETENTION TEST IN ACCORDANCE WITH MFG CMM 25607, 25602, 25606 AND 256064. SERIAL NUMBERS AFFECTED WERE 12103 AND 71613.									
2561 SCNA	UNK					LIFE VEST 3500113	FAILED TEST CABIN	1/26/98	SCNA98012
LIFE VESTS WERE REJECTED AT SHOP DUE TO FAILURE OF AIR RETENTION TEST IN ACCORDANCE WITH MFG CMM 25607, 25602, 25606 AND 256064.									
3350 C2XA	15818 153	AEROSP ATR42320				POWER PACK 3011180	INOPERATIVE CABIN	1/26/98	C2XA98BT005
BTV - FLT 3685 - ARRIVED BTV ON SCHEDULED TURN, CREW REPORTED FORWARD CABIN EMERGENCY LIGHT INOPERATIVE. MAINTENANCE FOUND A BAD POWER PACK. REMOVED AND REPLACED UNIT WITH SERVICEABLE PART AND OPERATIONALLY CHECKED GOOD. (M)									
5315 C2XA	97841 280	AEROSP ATR42320				FLOORBEAM S53672406208	CORRODED FUSELAGE	2/2/98	C2XA981A007
IAH - DURING C-CHECK INSPECTION, FOUND FRAME NR 36 FLOORBEAM CORRODED. MAINTENANCE REPAIRED THE FLOORBEAM USING DOUBLER REPAIRS IAW CONTINENTAL EXPRESS ENGINEERING CHANGE/REPAIR AUTHORIZATION EC5310-01037. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 C2XA	97841 280	AEROSP ATR42320				SEAT TRACK S53678001210	CORRODED FUSELAGE	2/2/98	C2XA981A008
IAH - DURING C-CHECK INSPECTION, FOUND FLIGHT ATTENDANTS RIGHT SEAT TRACK CORRODED IN SEVERAL AREAS. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACK IAW ATR-42 STRUCTURAL REPAIR MANUAL 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
6130 C2XA	15818 153	AEROSP ATR42320				BRAKE	MALFUNCTIONED PROP	2/3/98	C2XA98BT006
EWR - FLT 3339 - IN NEWARK DURING GROUND PROP BRAKE OPERATIONS ENGINE RUNNING REPORTED AN 'UNLOCK' LIGHT FOLLOWED BY PROP BRAKE FIRE. BOTH FIRE BOTTLES DISCHARGED. EWR MAINTENANCE IS INVESTIGATING PROBLEM AT THIS TIME. (M)									
7712 C2XA	14822 163	AEROSP ATR42320				WIRE	SHORTED NR 1 ENGINE	1/14/98	C2XA98BT004
EWR - FLT 3572 - EN ROUTE PHL-EWR - CREW REPORTED, LOST NR 1 ENGINE EN ROUTE TO EWR. TORQUE AND NP ON NR 1 WENT TO ZERO. TROUBLESHOT ENGINE, SUSPECTED INTERMITTENT TSU SIGNAL. REMOVED AND REPLACED TSU ON NR 1 SIDE. GROUND CHECK GOOD. REQUESTED TEST FLIGHT. AFTER TEST FLIGHT, ON SHUTDOWN NR 1 TORQUE INCREASED TO OVER 50 PERCENT WHEN CL TO FEATHER DETENT/SCU CIRCUIT BREAKER POPPED. REPAIRED SHORTED WIRING OPS CHECKED GOOD. (M)									
3350 SIMA	494AE 494	AEROSP ATR72212				BATTERY PACK 3012017	DISCHARGED CABIN	2/2/98	SIMA980333
GRR - FORWARD CABIN FLOOR EMERGENCY LIGHTING INOP. RAI POWER SUPPLY FOR FLOOR LIGHTING. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2612 FDEA	418FE 343	AIRBUS A310222				SMOKE DETECTOR CG7P0	DEFECTIVE CARGO COMPT		2/18/98 98FDEA00120
APPROACHING LEVEL OFF AT FL 370, FWD CARGO COMPT SMOKE LIGHT AND ASSOC ECAM CAUTIONS ACTIVATED. NR 1 BOTTLE WAS DISCHARGED AND NR 2 BOTTLE WAS ACTIVATED ON APPROACH. LIGHT WENT OUT AFTER DISCHARGE. REMOVED AND REPLACED SMOKE DET A AND B, OPS CHK NORMAL. INSPECTION OF FWD CARGO COMPT SHOWED NO EVIDENCE OF FIRE.									
2121 AWXA	626AW 65	AIRBUS A320231				FAN EVT3454G	FAILED E/E COMPT	53716 53716	2/12/98 AWXA9800053
INFLIGHT TURNBACK DUE TO ELECTRICAL SMOKE SMELL AS A RESULT OF AVIONICS VENTILATION BLOWER FAULT FOLLOWED BY SOUND OF BLOWER FAN SELF-DESTRUCTION. NO ECAM WARNINGS PRESENT. FOUND AVIONICS COOLING FAN FROZEN. REMOVED AND REPLACED.									
2121 UALA	428UA 523	AIRBUS A320232	IAE V2527A5			FAN	FAILED COCKPIT		11/9/97 97UAL900815
DURING CRUISE, ELECTRICAL SMOKE SMELL IN COCKPIT WITH ECAM EXTRACT VENT FAULT AND VIBRATION FROM RT COCKPIT FLOOR. PUT EXTRACT VENT TO OVRHD, ODOR DISSIPATED, STILL HAD VIBRATION. CIRCUIT BREAKER PULLED FOR EXTRACT FAN, VIBRATION STOPPED.									
2611 UALA	409UA 462	AIRBUS A320232	IAE V2527A5		SEXTANT	SMOKE DETECTOR RAI280M0706	MALFUNCTIONED E/E COMPT	11/9/97 61196	97UAL900814
RECEIVED FWD CARGO SMOKE WARNING IN FLIGHT. DISCHARGED FWD FIRE BOTTLE. DIVERTED TO DEN AND ACCOMPLISHED A PRECAUTIONARY LANDING. *S/D* NORMAL DISCHARGE NOTED. CONFIRMED NO INDICATIONS OF FIRE OR SMOKE. FWD CARGO SMOKE WARNING, SMOKE DETECTOR CONTROL UNIT REPLACED. SMOKE DETECTOR CONTROL UNIT SENT TO VENDOR FOR ANALYSIS.									
2910 AWXA	627AW 66	AIRBUS A320231				O-RING	FAILED GREEN HYD SYST		2/18/98 AWXA9800058
EMERGENCY DECLARED, GREEN SYSTEM RSVR LO LEVEL EN ROUTE. DIVERT TO LAS. REPLACED O-RING ON PRESSURE SWITCH ON GREEN MAIN HYDRAULIC POWER MANIFOLD, SERVICED ALL THREE MANIFOLDS, RESET EMERGENCY GEAR HANDLE.									
3350 UALA	417UA 483	AIRBUS A320232	IAE V2527A5			BATTERY	DISCHARGED CABIN	11/11/97	97UAL900817
EMERGENCY LIGHT SYSTEM TEST FAILURE DURING MAINTENANCE, NUMBER 3 SERVICE. REPLACED AFT LEFT BATTERY AND POWER SUPPLY.									
5320 NWAA	341NW 380	AIRBUS A320212				SILL	CORRODED PAX DOORWAY	1/20/98	9802983241
DURING PERIODIC CHECK, FOUND CORROSION AT THE LEFT AFT PASSENGER DOOR SILL PLATE. REPAIRED PER EA 32-154912.									
7110 UALA *****	413UA 470	AIRBUS A320232	IAE V2527A5			FAN PANELS	DEPARTED NR 1 ENGINE	11/21/97	97UAL900837
AIRCRAFT RETURNED TO IAD FOR PRECAUTIONARY LANDING DUE TO NUMBER 1 ENGINE FAN PANELS DEPARTING AIRCRAFT AFTER TAKEOFF.									
7200 NWAA *****	341NW 380	AIRBUS A320212	CFMINT CFM565A3			ENGINE 3017855020	FAILED NR 1	17208 17208	2/16/98 9802903241
DURING CRUISE FLIGHT, NR 1 ENGINE FUEL FILTER CLOG ECAM ANNUNCIATED. FLIGHT CREW DIVERTED AIRCRAFT TO MEM. NR 1 ENGINE SHUT DOWN 20 MILES FROM MEM. AN UNEVENTFUL LANDING WAS PERFORMED. MAINTENANCE FOUND THE FUEL FILTER CONTAMINATED WITH BRONZE PARTICLES AND THE LPT CASE HAD AN AREA OF BURN THRU AT THE 11:00 POSITION. REPLACED THE NR 1 ENGINE. AIRCRAFT TO BE FERRIED TO DLH FOR FURTHER INSPECITON.									
5711 EUJR *****	218CR 218	AMD FALCOND				SPAR CAP	CRACKED RT WING	2/11/98	98ZZX850
INSPECTION FOUND LOWER SPAR CAP CRACKED ON RT WING. LENGTH OF CRACK IS APPROXIMATELY 32 INCHES LOCATED IN RADIUS. A STANDARD REPAIR WILL BE ACCOMPLISHED USING FALCON SRM. TOTAL AIRCRAFT TIME, 22,326.5 HOURS. LANDINGS, 16,576. CRACK WAS DISCOVERED WHILE INSPECTING FOR FUEL LEAKS.									

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5330	99JD 129	AMD FALCON50MYST				SKIN	CORRODED APU EXH AREA	6730	1/28/98 98ZZZX788
INSPECTION FOUND SKIN UNDER APU EXHAUST SHIELD CORRODED. REMOVED AND REPLACED AIRCRAFT SKIN PER MANUFACTURER'S ENG. INSTRUCTIONS									
7120 AN3R	PTWSC 253	AMD FALCON50MYST		LORD		BOLT NAS567C49	SEIZED ENGINE MOUNT	322	2/3/98 98ZZZX854
ENGINE NR 1 WAS BEING REMOVED FOR MAINTENANCE. WHEN THE UPPER MOUNT BOLT, WHICH ATTACHES ENGINE TO AIR FRAME WAS BEING REMOVED, THE BOLT STOPPED TURNING AND WAS FROZEN SOLID INTO ENGINE MOUNT. BOLT HEAD WAS CUT OFF TO REMOVE ENGINE. BOLT IS MADE OF STAINLESS STEEL. UPPER MOUNT AND BOLT REQUIRED REPLACEMENT. LOWER MOUNT BOLT WAS REMOVED WITH NO THREAD DAMAGE.									
7120 AN3R	50FJ 254	AMD FALCON50MYST		LORD		BOLT NAS567C49	SEIZED ENGINE MOUNT	322	2/3/98 98ZZZX853
ENGINES NR 1 AND NR 3 WERE BEING REMOVED FOR MAINTENANCE. WHEN THE UPPER MOUNT BOLTS, WHICH ATTACH ENGINES TO THE AIR FRAME, WERE BEING REMOVED THE BOLT STOPPED TURNING AND WAS FROZEN SOLID INTO ENGINE MOUNT. BOLT HEAD WAS CUT OFF TO REMOVE ENGINE. BOLT IS MADE OF STAINLESS STEEL. UPPER MOUNT AND BOLT REQUIRED REPLACEMENT. LOWER MOUNT BOLT WAS REMOVED WITH NO THREAD DAMAGE.									
2410 MALA	502XJ E2307	BAC AVRO146RJ85A				CSD 728471B	FAILED LT ENGINE		2/13/98 MALA975995
DURING CRUISE, THE NR 1 GENERATOR DRIVE HIGH TEMP ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED NR 1 ENGINE IDG/CSD ASSEMBLY. OPS AND LEAKS CHECKS GOOD.									
7200 SADF	508MM E3247	BAC AVRO146RJ100	LYC LF5071F			ENGINE	BIRD STRIKE NR 4	6074	1/21/98 SADF9801
FLT 166 AIR TURN TO BAQ - FOD (BIRD) DURING TAKEOFF ENGINE NR 4. ENGINE WAS SHUT DOWN ACCORDING TO CHECK LIST. EXTINGUISHER NR 1 WAS DISCHARGED DUE TO POSSIBLE STRUCTURAL DAMAGE. OVERWIEGHT LOG WAS PERFORMED AT 93,500 POUNDS. CHANGED ENGINE NR 4 IAW AMM 71-00-00. IT WAS PERFORMED OVERWEIGHT CONDITIONAL INSPECTION IAW AMM 05-50-11 AND WAS FOUND IN NORMAL CONDITION.									
2120 WTAA	427UE 811	BAG JETSTM3101				AIR DISTRIBUTION	SMOKE CABIN		2/5/98 WTAA980024
BFL - SMOKE IN CABIN REPORTED. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE DEFERRED LEFT PACK PER MEL 21-1. AIRCRAFT RETURNED TO SERVICE. (M)									
2611 VTZA	491UE 911	BAG JETSTM3201				SMOKE DETECTOR 72111211000	FAILED BAGG COMPT		1/23/98 VTZA98025
FLT 6287 - CMH-IAD - DURING CRUISE, EXPERIENCED AN INTERMITTENT ILLUMINATION OF THE BAG SMOKE WARNING LIGHT. AIRCRAFT LANDED AT IAD WITH NO PROBLEM. AIRCRAFT TAXIED TO THE GATE WHERE MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE WAS DISPATCHED TO THE AIRCRAFT AND REMOVED AND REPLACED THE BAGGAGE BAY SMOKE DETECTOR. ALL REQUIRED CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
2612 VTZA	478UE 892	BAG JETSTM3201				FIRE LOOP 51224127	CONTAMINATED LT ENGINE		1/15/98 VTZA98017
IAD-BWI - FLT 6468 - DURING TAXI, EXPERIENCED A LEFT FIRE DETECT LIGHT ILLUMINATION. AIRCRAFT RETURNED TO THE GATE WHERE MAINTENANCE FOUND WATER INGESTION IN THE ELEMENT CONNECTOR. MAINTENANCE CLEANED ELEMENT CONNECTOR AND PERFORMED APPROPRIATE CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3040 WTAA	420UE 788	BAG JETSTM3101				HEAT CONTROLLER 111267	FAILED LT WINDSHIELD		2/3/98 WTAA980019
SFO - LEFT WINDOW HEAT CAPTION ILLUMINATED ON CAP PANEL DURING TAKEOFF ABORTED. MAINTENANCE REPLACED LEFT WINDSHIELD HEAT CONTROLLER. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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3230 WTAA	418UE 780	BAG JETSTM3101				VALVE 7445B	TRIPPED GEAR RELEASE		2/3/98 WTAA980018
BUR - GEAR FAILED TO RETRACT AFTER TAKEOFF. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. AIRCRAFT FERRIED TO LAX FOR REPAIRS. MAINTENANCE RESET LANDING GEAR BYPASS PIN ON RELEASE VALVE ASSY. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RELEASED TO SERVICE. (M)									
3233 WTAA	402UE 734	BAG JETSTM3101				RETRACTION JACK 6158E	FAILED NLG		2/4/98 WTAA980021
LAX - NOSE GEAR FAILED TO RETRACT ON INITIAL ATTEMPT. RETRACTION NORMAL ON SECOND ATTEMPT. MAINTENANCE REPLACED NOSE GAER RETRACTION JACK. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 WTAA	419UE 779	BAG JETSTM3101				SWITCH 9005EN38	FAILED LT MLG		1/20/98 WTAA980014
LAX - LEFT MAIN LANDING GEAR INTRANSIT LIGHT FAILS TO ILLUMINATE. MAINTENANCE REPAIRED BROKEN WIRES AT LEFT MAIN GEAR UPLOCK MICROSWITCH. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 WTAA	429UE 807	BAG JETSTM3101				SWITCH 622800200	DIRTY RT MLG		2/5/98 WTAA980025
LAX - RIGHT MAIN LANDING GEAR DOWN AND LOCK INDICATION FAILED TO ILLUMINATE ON GEAR EXTENSION. MAINTENANCE CLEANED AND LUBED RIGHT MAIN LANDING GEAR DOWNLOCK MICROSWITCH. PERFORMED TEST FLIGHT. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 VTZA	486UE 905	BAG JETSTM3201				BULB 327	FAILED NLG		1/27/98 VTZA98032
FLT 6381 - IAD-CMH - DURING APPROACH, EXPERIENCED A DISCREPANCY WITH THE NOSE GEAR DOWN AND LOCK INDICATOR NOT ILLUMINATING. AIRCRAFT ABORTED APPROACH AND DECLARED EMERGENCY. SECONDARY INDICATION SHOWED THE AIRCRAFT NOSE LANDING GEAR BEING DOWN AND AIRCRAFT LANDED WITH NO FURTHER INCIDENT. MAINTENANCE CONTROL WAS NOTIFIED AND MAINTENANCE WAS DISPATCHED FROM IAD. UPON ARRIVAL MAINTENANCE FOUND THAT THE ONLY PROBLEM WAS LIGHT BULB WAS BURNED OUT. MAINTENANCE REMOVED AND REPLACED THE LIGHT BULB. ALL SYSTEMS WORKED MANUALLY. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3411 VTZA	484UE 899	BAG JETSTM3201				PITOT LINE	CONTAMINATED LEFT		1/27/98 VTZA98031
FLT 6528 - BUF-IAD - DURING TAKEOFF, EXPERIENCED A DISCREPANCY WITH THE CAPTAINS AIRSPEED INDICATOR READING 15 KNOTS LESS THAN THE FIRST OFFICERS. AIRCRAFT RETURNED TO THE GATE. MAINTENANCE CONTROL WAS NOTIFIED AND MAINTENANCE WAS DISPATCHED FROM IAD TO TROUBLESHOOT THE DISCREPANCY. MAINTENANCE FOUND WATER IN THE PITOT LINE, DRAINED WATER AND PERFORMED REQUIRED CHECKS. ALL SYSTEMS WORKED NORMALLY. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3413 VTZA	472UE 823	BAG JETSTM3201				VSI INDICATOR 066011450101	FAILED LT COCKPIT		1/14/98 VTZA98018
FLT 6420 - IAD-BUF - DURING CLIMB, THE FLIGHT EXPERIENCED A FLICKERING OF THE CAPTAINS VSI THEN GOING BLANK. AIRCRAFT RETURNED TO IAD WHERE MAINTENANCE TROUBLESHOT AND REMOVED AND REPLACED THE RT TCAS VSI INDICATOR. ALL CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
3413 VTZA	497UE 904	BAG JETSTM3201				VSI INDICATOR 066500012704	FAILED LT COCKPIT		1/25/98 VTZA98024
FLT 6351 - IAD-SWF - DURING TAXI, EXPERIENCED A PROBLEM WHEN THE CAPTAINS VSI WENT BLANK. AIRCRAFT RETURNED TO THE GATE WHERE MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE WAS DISPATCHED TO THE AIRCRAFT AND REMOVED AND REPLACED THE CAPTAINS VSI INDICATOR. ALL REQUIRED CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
3418 REXA	302PX 661	BAG JETSTM3101				STICK PUSHER	TRIPPED E/E COMPT		2/4/98 REXA98044
BOTH STALL CAP LIGHTS CAME ON IN FLIGHT. NO SHAKER. RESET STICK PUSHER. OPS CHECK GOOD. (M)									

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3421 VTZA	490UE 909	BAG JETSTM3201				GYRO 258719343	FAILED RT COCKPIT		1/22/98 VTZA98022
FLT 6455 - IAD-PHL - DURING TAXI, THE FLT EXPERIENCED A FLAG ON THE FIRST OFFICERS HSI. AIRCRAFT RETURNED TO THE GATE WHERE MAINTENANCE TROUBLESHOT AND REMOVED AND REPLACED THE FIRST OFFICERS GYRO. ALL CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
5230 WTAA	331CA 793	BAG JETSTM3101				DOOR	NOT LATCHED BAGG COMPT		2/8/98 WTAA980028
LAX - POD DOOR CAME OPEN TAKEOFF. AIRCRAFT RETURNED TO STATION. MAINTENANCE INSPECTED POD DOOR AND LATCH MECHANISM FOR DAMAGE. NO DAMAGE NOTED. RESECURED DOOR. AIRCRAFT RETURNED TO SERVICE. (M)									
5270 WTAA	421UE 804	BAG JETSTM3101				WARNING	ACTIVATED DOOR		2/3/98 WTAA980020
FAT - DOOR WARNING INDICATION ILLUMINATED ON TAKEOFF. AIRCRAFT RETURNED TO STATION. MAINTENANCE INSPECTED DOOR AND MICROSWITCHES. NO DEFECTS NOTED. COULD NOT DUPLICATE DISCREPANCY. AIRCRAFT RETURNED TO SERVICE. (M)									
5330 WTAA	417UE 794	BAG JETSTM3101				SKIN	BIRDSTRIKE FUSELAGE		7/18/95 WTAA950232
BFL - BIRD STRIKE REPORTED AT LOWER LEFT SIDE OF FUSELAGE DURING APPROACH TO LANDING. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE ACCOMPLISHED BIRD STRIKE INSPECTION. NO DEFECTS NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
2121 YADA	41UE UC41	BEECH 1900C			ELECTROMECH	MOTOR EM630	OVERHEATED CABIN VENT		2/11/98 1734 98ZZZX852
CREW REPORTED VERY STRONG SMELL OF SOMETHING ELECTRICAL BURNING. AIRCRAFT RETURNED TO ANC AND LANDED WITH NO PROBLEMS. MAINTENANCE FOUND SHORTED VENT BLOWER MOTOR. REPLACED VENT BLOWER, AIRCRAFT RETURNED TO SERVICE.									
2130 S2YA	901SK UE90	BEECH 1900D				DUMP SOLENOID 1013800213	FAILED CENTER CONSOLE		11/20/97 S2YA970035
FLT 1265 - MKE-BNA - DURING CLIMB-OUT, THE CREW COULD NOT GET THE A/C TO PRESSURIZE. DECIDED TO RETURN TO MKE DUE TO THE LENGTH OF THE FLIGHT TO BNA. ONCE ON THE GROUND MAINTENANCE PLACED THE PRESSURIZATION SYSTEM ON MEL. MAINTENANCE TROUBLESHOT THE PROBLEM AND FOUND THE DUPM SOLENOID BAD. THE SOLENOID WAS REPLACED, THE PRESSURIZATION SYSTEM OPS CHECKED GOOD, AND THE A/C WAS RETURNED TO SERVICE. (M)									
2711 S2YA	901SK UE90	BEECH 1900D				TAB ACTUATOR 1295100325	LACK OF LUBE		11/6/97 S2YA970036
FLT 1056 - MKE-IND - THE CREW FOUND THE AILERON TRIM TAB FROZE UP IN FLIGHT. ONCE ON THE GROUND IN IND OUTSTATION. MAINTENANCE LUBRICATED THE TRIM TAB ACTUATOR AND FOUND IT TO BE WORKING NORMALLY. DURING THE RETURN FLIGHT TO MKE THE AILERON TRIM TAB FROZE UP AGAIN, ONCE ON THE GROUND IN MKE MAINTENANCE INSPECTED THE TRIM TAB ACTUATOR AND FOUND IT CORRODED. THE ACTUATOR WAS REPLACED AND THE A/C WAS RETURNED TO SERVICE. (M)									
2910 GUUA	192GA UB17	BEECH 1900				HYD FLUID	REQ'D SERVICE HYD SYSTEM		1/15/98 98ZZMZ233
FLT 7396 - MCO-MIA - LANDING GEAR WOULD NOT RETRACT. DETERMINED HYDRAULIC FLUID TO BE LOW. SERVICED SYSTEM, SATISFACTORY OPERATIONAL CHECKS ON JACKS. (M)									
3040 JJBA	842CA UE41	BEECH 1900D				RELAY MF24166D1	SHORTED COCKPIT		1/30/98 98ZZMZ260
ELECTRICAL ODOR FROM BEHIND INSTRUMENT PANEL DURING DESCENT FROM 4000 FEET. FOUND RELAY K119 WINDSHIELD HEAT SHORTED.									
3230 GUUA	198GA UB5	BEECH 1900C				CIRCUIT BOARD	FAILED LANDING GEAR		12/13/97 98ZZMZ231
FLT 7383 - MIA-MCO - CIRCUIT BREAKER POPPED AND WOULD NOT RESET. GEAR WAS MANUALLY EXTENDED. SECURED PRINTED CIRCUIT BOARD, E173, CONNECTOR. SYSTEM CHECKED GOOD ON JACKS. (M)									

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3230 GUUA	198GA UB5	BEECH 1900C				UPLOCK SWITCH	OUT OF ADJUST LT MLG		12/12/97 98ZZZM230
FLT 7251 - MCO-EYW - ON APPROACH INTO EYW, WITH GEAR HANDLE DOWN. CIRCUIT BREAKER POPPED WOULD NOT RESET. DIVERTED TO MIA AND MANUALLY EXTENDED GEAR. AIRCRAFT LANDED SAFELY. ADJUSTED LEFT UPLOCK SWITCH. SYSTEM CHECKED GOOD ON JACKS. (M)									
3234 GUUA	192GA UB17	BEECH 1900				CONTROL HANDLE 1013841377	MALFUNCTIONED LANDING GEAR		1/18/98 98ZZZM232
FLT 7489 - FPO-MIA - GEAR REMAINS DOWN WITH HANDLE IN UP POSITION. REPLACED LANDING GEAR CONTROL HANDLE ASSY. OPERATION CHECKS SATISFACTORY ON JACKS. (M)									
3234 GUUA	192GA UB17	BEECH 1900				CONTROL HANDLE	MALFUNCTIONED LANDING GEAR		1/29/98 98ZZZM238
FLT 7448 - TPA-EYW - LANDING GEAR WILL NOT RETRACT. AIRCRAFT RETURNED TO TPA AND WITHOUT INCIDENT. AIRCRAFT WAS FERRIED TO MIA WHERE MAINTENANCE REPLACED THE LANDING GEAR CONTROL HANDLE ASSY. (M)									
3260 GUUA	188GA UB14	BEECH 1900				INDICATION	MALFUNCTIONED LANDING GEAR		1/7/98 98ZZZM234
FLT 7486 - MCO-MIA - LANDING GEAR RED LIGHT FLICKERED DURING TURBULENCE. INSPECTED LANDING GEAR SYSTEM, CHECKED RIGGING, WITH AIRCRAFT ON JACKS, COULD NOT DUPLICATE. (M)									
3425 JJBA	848CA UE53	BEECH 1900D				EFIS DISPLAY 6229681001	SHORTED INSTRUMENT PANEL		1/16/98 98ZZZM259
ON TAXI OUT FROM GATE, SMOKE WAS OBSERVED COMING FROM RIGHT SIDE OF INSTRUMENT PANEL. PASSENGERS WERE EVACUATED FROM AIRCRAFT. FOUND EFIS DISPLAY SHORTED. (M)									
3442 S2YA	891SK UE89	BEECH 1900D				RT UNIT 6228439003	FAILED NOSE		10/6/97 S2YA970031
FLT 1234 - MQT-MKE - DURING THE CLIMB-OUT, THE CREW TURNED ON THE RADAR AND FOUND IT TO BE INOPERATIVE. DECIDED TO RETURN TO MQT DUE TO BAD WEATHER EN ROUTE TO MKE. MADE AN UNEVENTFUL LANDING. ONCE ON THE GROUND, MAINTENANCE TROUBLESHOT THE SYSTEM. REPLACED THE RADAR UNIT, OPERATIONALLY CHECKED GOOD, AND THE A/C WAS RETURNED TO SERVICE. (M)									
5414 S2YA	881SK UE88	BEECH 1900D				PANEL 1149800777	DEBONDED RT NACELLE		10/26/97 S2YA970033
FLT 1163 - DAY-SBN - THE OVAL INSPECTION PANEL ON THE AFT OF THE RT NACELLE, DEPARTED, AND HIT THE A/C. THE FLT CREW LANDED IN SBN WITHOUT INCIDENT. UPON INSPECTION THE PANEL WAS FOUND TO HAVE DELAMINATED FROM THE BONDED DOUBLER RING. THE DOUBLER RING WAS STILL ATTACHED TO THE NACELLE WITH ALL OF HARDWARE. THE A/C FUSELAGE WAS INSPECTED, NO DAMAGE WAS FOUND. A PANEL WAS FABRICATED FOR THE FERRY FLIGHT, ONCE IN MKE THE PANEL WAS REPLACED AND THE A/C WAS RETURNED TO SERVICE. (M)									
5520 GUUA	198GA UB5	BEECH 1900C				BRACKET	CORRODED LT ELEVATOR		1/23/98 98ZZZM237
AT SCHEDULED EMPENNAGE INSPECTION, DETERMINED LEFT ELEVATOR OUTBOARD AND CENTER HINGE ATTACH BRACKETS TO HAVE INTERGRANULAR CORROSION. REMOVE AND REPLACED OUTBOARD AND CENTER HINGE, ATTACH BRACKETS. (M)									
5521 GUUA	198GA UB5	BEECH 1900C				SPAR CAP 10162001445	CORRODED LT ELEVATOR		1/23/98 98ZZZM236
AT SCHEDULED, EMPENNAGE INSPECTION DETERMINED LEFT ELEVATOR UPPER AND LOWER SPAR CAPS TO HAVE INTERGRANULAR CORROSION THE LAST FOUR INCHES OUTBOARD. REPLACED LEFT ELEVATOR UPPER AND LOWER SPAR CAPS PART NR 'S 101-920014-45, AND 101-620014-47. (M)									
5753 AMWA	18YV UE18	BEECH 1900D				SKIN	CRACKED LT TE FLAP	1049	12/3/97 98ZZZM256
ICT OVERNIGHT MAINTENANCE FOUND A .25 INCH CRACK ON THE TE OF THE LEFT OUTBOARD FLAP 3 INCHES FROM INBOARD END. REPAIRED IAW AMWA TO 1900-00-0001. (M)									

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5753 AMWA	244YV UE244	BEECH 1900D				SKIN	CRACKED LT TE FLAP		1/15/98 98ZZZM258
ICT MAINTENANCE FOUND SMALL CRACK IN TOP SKIN OF LEFT OUTBOARD FLAP AT INBOARD ATTACH BRACKET. REPAIRED IAW AMWA TO 1900-27-00-0001. (M)									
5753 AMWA	244YV UE244	BEECH 1900D				BULKHEAD	CRACKED RT TE FLAP		1/22/98 98ZZZM257
ICT MAINTENANCE FOUND SMALL CRACK IN DOVETAIL BULKHEAD. REPAIRED IAW AMWA TO 1900-27-00-0001. ICT MAINTENANCE FOUND 2 CRACKS IN TOP SKIN. REPAIRED IAW AMWA TO 1900-27-00-0001. (M)									
6112 S2YA	118SK UE108	BEECH 1900D				WIRE HARNESS 3E25261	BROKEN LT PROPELLER		12/2/97 S2YA970037
FLT 1124 - MKE-GRR - CREW FOUND THE LEFT PROP DE-ICE AMPS BELOW THE GREEN ARC. THE FLT RETURNED TO MKE WITHOUT INCIDENT. ONCE ON THE GROUND IN MKE, MAINTENANCE INSPECTED THE LEFT PROPELLER AND FOUND THE DE-ICE BOOT WIRE HARNESS BROKEN GOING TO ONE OF THE BOOTS. THE HARNESS WAS REPLACED, THE SYSTEM OPS CHECKED GOOD AND THE A/C WAS RETURNED TO SERVICE. (M)									
6140 S2YA	81SK UE81	BEECH 1900D				TACH GENETATOR 503890571	FAILED RT ENGINE		10/6/97 S2YA970032
FLT 1828 - MKE-CMH - DURING CLIMB-OUT, THE CREW NOTICED THE LEFT PROPELLER GAUGE FLUCTUATING BETWEEN 1400-2000 RPM. NOTIFIED ATC AND DISPATCH RETURNING TO MKE. AFTER MAKING AN UNEVENTFUL LANDING, MAINTENANCE TROUBLESHOT THE PROBLEM AND FOUND A BROKEN WIRE AT THE LT TACH GENERATOR AND REPLACED THE RT TACH GENERATOR. AFTER OPERATIONLLY CHECKING GOOD, THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
7120 GUUA	189GA UB9	BEECH 1900				TRUSS	CRACKED NR 1 ENGINE		1/7/98 98ZZZM235
ON INSPECTION, NR 1 ENGINE TRUSS INBOARD SIDE UPPER HAS CRACK. WELDED CRACK IAW MANUFACTURERS REPAIR INSTRUCTIONS CONTAINED IN KIT NR 114-9033-1, PARAGRAPH 16. (M)									
7400 S2YA	92SK UE92	BEECH 1900D				CONNECTOR	DIRTY RT ENGINE		11/20/97 S2YA970034
FLT 1120 - GRR-YYZ - DURING CLIMB-OUT, THE CREW NOTICED THE RT AUTO-IGNITION WOULD NOT TURN OFF. THE CREW WAS ASKED TO RETURN TO GRR FOR EASE OF LOCATING OUTSTATION MAINTENANCE. ONCE ON THE GROUND, MAINTENANCE CLEANED THE CONNECTOR AT THE PRESSURE SWITCH, CHECKED THE CONNECTOR AT THE A120 PCB, PERFORMED OPERATIONAL CHECK. ALL CHECKED GOOD AND THE A/C WAS RETURNED TO SERVICE. (M)									
2130 UALA	7945U 21899	BOEING 727222	PWA JT8D15			VALVE 7248272MOD	STUCK OPEN CABIN		11/1/97 97UAL900809
UNABLE TO MAINTAIN CABIN PRESSURE IN AUTO AND MANUAL MODE. WHILE IN CRUISE AT 28,000 CABIN PRESSURIZATION RAN AWAY 2000 FPM UNCONTROLLABLY. CLOSED CARGO OUTFLOW VALVE AND PRESSURIZATION OUTFLOW VALVE. CABIN STILL CLIMBING DURING DESCENT AND PRESSURIZATION RECOVERED. DIVERTED TO PHX. *S/D* FOUND THE CABIN PRESSURE RELIEF VALVE STUCK OPEN. REPLACED VALVE.									
2131 UALA	7945U 21899	BOEING 727222	PWA JT8D15			CONTROLLER 7638101	FAILED CABIN		10/21/97 97UAL900788
EN ROUTE, LOSS OF CABIN PRESSURE. MADE RAPID DESCENT TO 14,000 FEET WHERE CABIN PRESSURIZATION WAS RESTORED. *S/D* REPLACED CONTROLLER.									
2160 UALA	7458U 21912	BOEING 727222	PWA JT8D15			MULTIPLIER 2041853MOD	OVERHEATED AC SYSTEM		11/13/97 97UAL900821
ON DEPARTURE GATE MECHANIC, FOUND SMOKE COMING FROM FLOW MULTIPLIER AIR INTAKE AT RIGHT MAIN GEAR WHEEL WELL FORWARD BULKHEAD. INTAKE HAS HEAT DAMAGE. METAL FRAGMENTS VISIBLE IN DUCT. *S/D* REPLACED FLOW MULTIPLIER DUE TO OVERHEAT.									
2360 UALA	7457U 21911	BOEING 727222	PWA JT8D15			STATIC WICK 740007	FAILED TAIL CONE		11/14/97 97UAL900829
LOST BOTH VOR'S IN LIGHT ICING. AFTER OUT OF ICE OK. *S/D* FOUND A BAD STATIC DISCHARGER. REPLACED TAIL CONE STATIC DISCHARGER.									

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2530 SCNA	275AF 22092	BOEING 727227				COFFEEMAKER 416000139	SPARKING GALLEY		12/21/97 SCNA98019
SPARKS NOTICED FROM FOWARD GALLEY COFFEEMAKER WHEN ACTIVATED. OPS CHECKED COFFEEMAKER IN FORWARD GALLEY PER MAINTENANCE MANUAL CHAPTER 253000. FUNCTIONALLY CHECKED GOOD.									
2530 SCNA	275AF 22092	BOEING 727227				COFFEEMAKER 416000139	SPARKING GALLEY		12/23/97 SCNA98020
SPARKS NOTICED FROM FOWARD GALLEY COFFEEMAKER WHEN ACTIVATED. REMOVED AND REPLACED COFFEEMAKER AS A PRECAUTIONARY. FUNCTIONALLY CHECKED GOOD.									
2611 RRXA	7642U 19915	BOEING 727222				CONNECTOR	LOOSE CARGO SMOKE DET		2/18/98 RRXA98018
ON FINAL APPROACH, THE MAIN CARGO SMOKE DETECTION LIGHT CAME ON. FOUND CONNECTOR AT SMOKE DETECTOR AMPLIFIER LOOSE, SECURED, SYS OPS CK GOOD PER 727 MM.									
2612 FDEA	220FE 20934	BOEING 727233				FIRE LOOP	MALFUNCTION NR 3 ENGINE		2/19/98 98FDEA00119
NR 3 FIRE LIGHT ILLUMINATED WITH BELL AT FL 290. AFTER SWITCHING ESSENTIAL POWER, LIGHT AND BELL WENT OUT NEVER TO COME ON AGAIN. NEVER ANY INDICATION OF FIRE VISUALLY INSPECTED NR 3 ENGINE AND FIRE LOOP. LOOKED GOOD, OPS CHECKED GOOD.									
2612 FDEA	278FE 22345	BOEING 727233				FIRE LIGHT	ILLUMINATED APU		2/24/98 98FDEA00136
AUXILIARY POWER UNIT FIRE WARNING LIGHT (NO AURAL) AND GLARESHIELD LIGHT ILLUMINATED AT FLIGHT LEVEL 310 0+30 MINUTES. AUXILIARY POWER UNIT FIRE HANDLE PULLED AND DISCHARGED AUXILIARY POWER UNIT FIRE BOTTLE.									
2612 FDEA	240FE 20978	BOEING 727277				FIRE LIGHT	MALFUNCTIONED APU		2/18/98 98FDEA00116
RED LIGHT ON IN AUXILIARY POWER UNIT FIRE HANDLE IN FLIGHT. TOOK OFF AT 0334Z AND NOTICED THE AUXILIARY POWER UNIT RED LIGHT ON AT 0400Z, FLIGHT LEVEL 310. PULLED THE HANDLE AND DISCHARGED THE AGENT. RED LIGHT REMAINED ON BUT WITH VARIATION OF INTENSITY. LATER RED FIRE WARNING LIGHTS UNDER GLARESHIELD CAME ON WITH VARYING INTENSITY. THIS HAPPENED AFTER RESETTNG THE AUXILIARY POWER UNIT CIRCUIT BREAKER. ENGINE AND WHEEL WELL FIRE TEST OK. REMOVED AND REPLACED APU FIRE EXTINGUISH BOTTLE IAW MM 26-11-1. BOTTLE CIRCUIT CONTINUITY CKS NORM. ITEM REMAIN DEFER DUE TO APU WARN CIRCUIT INTEGRITY. REMOVED AND REPLACED R421 BLOCKING RECTIFIER. REPLACED ALL PINS IN CONNECTOR D4858P. APU FIRE TEST OK.									
2613 UALA	7453U 21907	BOEING 727222	PWA JT8D15			OVERHEAT LIGHT	ILLUMINATED NR 3 STRUT		11/10/97 97UAL900818
DURING CRUISE, NR 3 STRUT OVERHEAT LIGHT CAME ON. POWERED BACK AND LIGHT WENT OUT. SECURED BLEED, ADVANCE POWER OPERATION NORMAL.									
2613 UALA	7464U 21918	BOEING 727222	PWA JT8D15			DETECTOR 356644400	FAILED NR 1 ENGINE		10/13/97 97UAL900769
LANDED DFW UNDER AMBER ALERT WITH NR 1 ENGINE SHUT DOWN DUE TO STRUT OVERHEAT LIGHT. *S/D* REPLACED THE NR 1 ENGINE STRUT DETECTION ELEMENT.									
2720 IPXA	904UP 18946	BOEING 72751C				QUADRANT 65207883	CORRODED RUDDER CONTROL		2/21/98 UPS98225876
INSPECTION TYPE-SI, AFT RUDDER CONTROL QUADRANT AREAS OF CORROSION AROUND FASTENERS. CORROSION REWORK OUT OF LIMITS. REMOVED OVER .75 OF THICKNESS. REMOVED AND REPLACED AFT RUDDER QUADRANT IAW MM 27-20-71.									
2750 UALA	7460U 21914	BOEING 727222	PWA JT8D15			RETRACT MECH	OUT OF ADJUST TE FLAPS		10/28/97 97UAL900797
PER CREW, MODERATE VIBRATION IN NR 1 ENGINE. LANDED ORF UNDER AMBER ALERT. *S/D* ENGINE VIBRATION WAS NOT CONFIRMED. VIBRATION WAS REPORTED AGAIN AFTER THE ENGINE WAS REMOVED. MAINTENANCE ADJUSTED THE TRAILING EDGE FLAP.									

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2750 UALA	7467U 21921	BOEING 727222	PWA JT8D15			FLOW VALVE 1121	LEAKING TE FLAPS		11/14/97 97UAL900831
A-SYSTEM HYDRAULIC QUANTITY WENT TO ZERO WHEN PUMPS SWITCHED ON. RETURNED TO MHT. *S/D* REPLACED THE FLAP FLOW LIMITING VALVES (P/N 1121 AND 2-10-9.5). ALSO, CHECKED A CASE DRAIN FILTERS. CHECKED BOTH A AND B SYSTEMS.									
2782 DALA	415DA 21257	BOEING 727232				BRACKET	CRACKED RT LE FLAP ACT		2/9/98 DL72K980415
BRACKETS CRACKED RT WING L/E ATTACH BRACKETS FOR THE NR 5 KRUEGER FLAP ACTUATOR ARE CRACKED, O/B BRACKET LOWER CORNER AND I/B BRACKET UPPER CORNER. STOP DRILLED CRACKS. STOP DRILLS OK. OK TO INSTALL REPAIRS PREVIOUS REPAIR PER MM 57-20-21 FIG 807 ALREADY EXISTS. FABRICATED REPAIR DOUBLER PER MM 57-20-21 FIG 807. REPLACED O/B BRACKET PER SRM 51-00. REMOVED AND REINSTALLED NR 5 KRUEGER FLAP ACTUATOR, REPLACED PER M/M 57-20-21 CONT NR 944.									
2910 SCNA	285SC 21676	BOEING 7272J4				HOSES	FAILED B-HYD SYSTEM		1/21/98 SCNA98021
B-SYSTEM FLIGHT CONTROL AND BOTH B-PUMP LOW PRESSURE LIGHTS CAME ON THEN SLOWLY LOST QUANTITY. DIVERTED TO DENVER. REMOVED AND REPLACED TWO HYDRAULIC HOSES IN B-SYSTEM BAY AND CHANGED FILTERS. SERVICED HYDRAULIC SYSTEM AND FUNCTIONAL CHECK GOOD.									
3150 SCNA	285SC 21676	BOEING 7272J4				ALERT PANEL 69482725	INOPERATIVE RT COCKPIT		12/22/97 SCNA98016
DURING CRUISE FLIGHT, ALL MASTER AND WARNING LIGHTS ILLUMINATED. DIVERTED AIRCRAFT TO MCO. REMOVED AND REPLACED ALTITUDE ALERT PANEL AND FUNCTIONAL CHECK GOOD.									
3230 FDEA	482FE 21464	BOEING 727227				WIRE	FAILED RETRACT MECH		2/20/98 98FDEA00122
LANDING GEAR HANDLE WOULD NOT COME UP. APPROPRIATE CHECK LISTS FOLLOWED WITH NEGATIVE RESULTS. LOG BOOK ENTRY REQUIRED. *S/D* REPAIRED SPLICE ON WIRE W526-206-22B PER FED-EX WPM 20-30-12. FUNCTIONAL CHECKED GOOD PER FED-EX M/M 32-31-11.									
3260 UALA	7455U 21909	BOEING 727222	PWA JT8D15			PROX SENSOR 189915	FAILED LT MLG		11/17/97 97UAL900832
AFTER TAKEOFF, INTERMITTENT AURAL WARNING HORN SOUNDED. TCAS FAILED AND BOTH TRANSPONDERS STOPPED WORKING. CABIN PRESSURE CONTROLLER WAS NOT CONTROLLING PRESSURE. FIFTY MINUTES LATER EVERYTHING STARTED WORKING AGAIN. FORTY MINUTES LATER THE MALFUNCTIONS RETURNED. *S/D* REPLACED AIR/GROUND SENSORS DUE TO FAILURE.									
3260 FDEA	218FE 21101	BOEING 727233				SWITCH	OUT OF ADJUST TAIL SKID		2/25/98 98FDEA00139
TAIL SKID LIGHT ILLUMINATES WHEN GEAR IS PLACED TO DOWN AND LOCKED POSITION IN THE AIR. GEAR WAS RECYCLED AND LIGHT REMAINS ON. ADJUSTED AND CLEANED THE TAIL SKID WARNING LIGHT SWITCH, (DOWN LOCK), PER MAINTENANCE MANUAL 32-71-01. GROUND CHECK OK.									
3260 GAIA	279US 21158	BOEING 727251				WIRE	BROKEN NLG		2/2/98 GAIA9806A
FLT 738, ON APPROACH INTO MHR GOT AN UNSAFE NOSE GEAR INDICATION WHEN THE GEAR WAS EXTENDED. CYCLED SEVERAL TIMES AND NO CHANGE. AN UNEVENTFUL LANDING WAS MADE EXTENDED. CYCLED SEVERAL TIMES AND NO CHANGE. AN UNEVENTFUL LANDING WAS MADE. REPAIRED BROKEN WIRE IN THE LOCK POSITION SWITCH CONDUIT. GROUND CHECKS GOOD IAW 727 MM 32-09-121. (M)									
3350 GAIA	750US 21512	BOEING 727214				BULB	FAILED CABIN		2/9/98 GAIA9810
UPON ARRIVAL AT CLT, THE L-1 DOOR EMERGENCY EXIT LIGHT WAS REPORTED INOP. REMOVED AND REPLACED BULBS. SYSTEM TESTED AND CHECKS NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									

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3350 GAIA	6827 20180	BOEING 727223				LIGHT 1000679	INOPERATIVE CABIN		2/6/98 GAIA9809
UPON ARRIVAL TOL. CREW REPORTS EMERGENCY EXIT LIGHT OVER L-1 DOOR INOP. REMOVED AND REPLACED EXIT LIGHT IAW MM ATA 33-50. SYSTEM CHECK NORMAL ON GROUND. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TAOA	918TS 20445	BOEING 727225				LIGHT 1000677	INOPERATIVE CABIN		1/22/98 TAOA019811
FLT 6181 - BOS-LGA - R-1 DOOR EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED EMERGENCY LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL PER MM 33-50. (M)									
3350 TAOA	919TS 20447	BOEING 727225				LIGHT 10617843	FAILED FWD RT OVERWING		1/21/98 TAOA019810
FLT 6060 - LGA-BOS - FORWARD RIGHT OVERWING INTERNAL EMERGENCY LIGHTS WON'T TEST. REPLACED BASE ASSEMBLY, OPERATIONAL CHECKS NORMAL. (M)									
3350 MYWA	887MA 21857	BOEING 727225				LIGHT 1102833	INOPERATIVE CABIN		2/1/98 MYWA980002
DURING PREFLIGHT INSPECTION, FOUND FORWARD ENTRANCE EMERGENCY EXIT LIGHT AT BOTTOM RT SIDE INOP. FOUND CONNECTION UNDER LIGHT DIRTY, CLEANED AND REINSTALLED. OPS CHECK GOOD 33-30-10. (M)									
3350 TWAA	64339 20844	BOEING 727231				BATTERY PACK 6013211	DISCHARGED CABIN		1/24/98 TWAA9801302
STL - FLT 325 - L2 DOOR EXTERIOR EMERGENCY LIGHT FOUND INOPERATIVE BY MECHANIC. REPLACED ESCAPE LIGHT BATTERY PACK ASSY. (M)									
3350 DALA	471DA 20748	BOEING 727232				BATTERY 900835A	DISCHARGED CABIN		2/16/98 DL72K980394
EMERGENCY EXIT SIGN AT R2 FLASHES THEN GOES OUT WHEN TESTED. REPLACED BATTERY PACK, CKS NML.									
3350 DALA	483DA 20863	BOEING 727232			S111	BATTERY PACK	DISCHARGED CABIN		2/23/98 DL72S980443
FWD OVERWING EMERGENCY LIGHT IN CABIN FAILS TO TEST. REPLACED BATTERY PACK.									
3350 DALA	410DA 21222	BOEING 727232			900542	CHARGER	INOPERATIVE CABIN		2/20/98 DL72K980431
ON L/O, FOUND FWD O/H EMERGENCY AISLE AND EXIT LIGHT INOP. FOUND CHARGER BAD. REPLACED CHARGER, CKS OK.									
3350 DALA	416DA 21258	BOEING 727232			S111	BATTERY PACK	DISCHARGED CABIN		2/17/98 DL72S980401
L1, R1, L2 AND R2 DOORS EMERGENCY LIGHTS INOP. REPLACED BATT PACKS.									
3350 DALA	535DA 22048	BOEING 727232			S106	BATTERY PACK	DISCHARGED CABIN		2/21/98 DL72S980451
DURING S/C, FOUND AFT EMERG EXIT SIGN INOP WHEN TESTING EMERG LIGHTS. REPLACED BATTERY PACK.									
3350 IPXA	949UP 19717	BOEING 72725C				LIGHT	INOPERATIVE CABIN		2/22/98 UPS98225870
INSPECTION TYPE-N/A, EMERGENCY ESCAPE EXIT LIGHT HAS GREEN LIGHTS FLASHING. PERFORMED EMERGENCY LIGHT TEST PER 33-50-00 P101 LIGHTS WENT OUT, OPS CK NML.									
3444 DALA	534DA 22047	BOEING 727232			5224825008	RADIO ALT	MALFUNCTIONED CAPTS SIDE		2/22/98 DL72S980436
RADIO ALT (CAPTS) SHOWED 2000 AGL WHILE 10000 MSL. THIS WAS FOLLOWED BY A GPWAS PULL UP WARNING AND THEN ELECTRICAL SMOKE IN THE COCKPIT. PULLED CAPTS R/A CB SMOKE DISSIPATED AFTER RUNNING CK LIST LANDED NORMALLY. REPLACED CAPTS R/A IND AND NR 1 R/A TRANSCVR RAN BOTH PACKS AND GND OPS CKS OK.									

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3820 CALA	79746 22449	BOEING 727224				WIRE HARNESS	CHAFED FLUSH TIMER		2/16/98 CALA9800268
FIRE AND SMOKE OCCURRED IN THE LT AFT LAV WHILE EN ROUTE. A FIRE EXTINGUISHER WAS USED TO PUT OUT THE FIRE. THE ACFT LANDED AT IAH WITHOUT FURTHER INCIDENT. THE FIRE WAS CONTAINED WITHIN THE LAV. PRELIMINARY FINDINGS REVEALED THE WIRING TO THE LAV FLUSH TIMER IN THE LT AFT LAV BURNED. THE DAMAGED WIRING WILL BE REPLACED. *S/D* THE WIRE HARNESS SUPPLYING POWER TO THE TOILET FLUSH TIMER WAS CHAFED AT BOTH CLAMP POSITIONS ON THE AFT WALL OF THE LAV. ONE WIRE SHORTED TO GROUND AT THE LOWER CLAMP POSITION.									
5230 UALA	7252U 21399	BOEING 727222	PWA JT8D15			MECHANISM	FAILED CARGO DOOR		11/10/97 97UAL900820
AFT CARGO DOOR WILL NOT CLOSE OR OPEN. OUTSIDE HANDLE CLOSED WITH DOOR PARTIALLY OPEN.									
5230 UALA	7292U 21570	BOEING 727222	PWA JT8D15			MECHANISM	FROZEN CARGO DOOR		10/31/97 97UAL900810
AFT CARGO DOOR WILL NOT OPEN OR CLOSE. UPPER FORWARD ASSIST MECHANISM FROZEN.									
5230 CKSA	720CK 19487	BOEING 727223				HINGE	DAMAGED BS 590-600		2/18/98 CKSA98016
DURING ROUTINE CPCP INSPECTION FOUND: MAIN CARGO DOOR HINGE CRACKED AIRCRAFT SIDE AFT LOBE. REMOVED AND REPLACED DAMAGED DOOR HINGE AFT UPPER FROM STA 590 - STA 600 IAW B727 SRM 51-10-01. CORROSION TASK CARD NUMBER C53-100-01 PART 5 OF 6. NON-ROUTINE TASK CARD NUMBER 17118.									
5230 IPXA	904UP 18946	BOEING 72751C				BEAM	CRACKED CARGO DOOR		2/18/98 UPS98225851
INSPECTION TYPE-SI, FORWARD CARGO DOOR NR 3 BEAM IS CRACKED IN OUTBD RADIUS 12 INCHES AFT FROM FORWARD EDGE OF DOOR, 16 INCHES DOWN FROM TOP EDGE OF DOOR. REMOVED AND REPLACED DOOR IAW MM ON SEPARATE NRC NR 465118.									
5242 UALA	7295U 21573	BOEING 727222	PWA JT8D15			SEAL	OUT OF POSITION E/E DOOR		11/10/97 97UAL900819
AT AIRCRAFT ALTITUDE 9,000 FT CABIN ALTITUDE 7,000 FT WITH 300 FPM CLIMB COULD NOT CONTROL IN MANUAL OR AUTO MODE. CARGO HEAT CLOSED AND OUTFLOW VALVE MANUALLY CLOSED. RETURNED TO LAX. *S/D* FOUND THE E/E DOOR SEAL DISLODGED. RESECURED SEAL AND CHECKED SYSTEM.									
5246 FDEA	477FE 21394	BOEING 727227				LAV SERV PANEL	CORRODED BS 1173		2/23/98 98FDEA00134
LOWER FUSE LT SIDE BS 1173L AFT LAV SERV PANEL HAS CORROSION BETWEEN PANEL INSERT AND FUSE STRUCTURE. ACCOMPLISHED LAV PANEL MOD PER E/A 7-5310-29355.									
5311 FDEA	144FE 19137	BOEING 72721C				FRAME 586040502	CRACKED BS 254		2/20/98 98FDEA00121
NR 0926 043 WHILE WORKING NR0920 FOUND FRAME BEHIND NR 3 WINDOW ON THE RT SIDE AT BS 254, STR 9-11 RT TO BE CRACKED.									
5311 FDEA	477FE 21394	BOEING 727227				BELTFRAME	DENTED BS 1090		2/23/98 98FDEA00133
UPPER LOBE BELT FRAME DENTED AT RIVET INSTALLATION BS 1090, O/B OF STR 2R. REMOVED DAMAGED AREA AND INSTALLED DOUBLER PER SRM 51-40-3.									
5311 FDEA	271FE 22036	BOEING 727233				FRAME	DAMAGED BS 1130		2/23/98 98FDEA00128
LOWER LOBE AFT CARGO BS 1130 FRAME DAMAGED BELOW LT EDGE SUPPORT PANEL ON TOP ANGLE BETWEEN STR 27L TO 28L. INSTALLED DOUBLER PER SRM 53-10-4.									
5311 FDEA	271FE 22036	BOEING 727233				FRAME	DAMAGED BS 1110		2/23/98 98FDEA00126
LOWER LOBE AFT CARGO BS 1110 FRAME DAMAGED BELOW LT EDGE SUPPORT PNL, ON TOP ANGLE, BETWEEN STR 27L TO 28L. REMOVED DAMAGED AND INSTALLED DOUBLER PER SRM 53-10-4.									

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5312 IPXA	904UP 18946	BOEING 72751C				BULKHEAD SKIN	CRACKED BS 178		2/19/98 UPS98225858
INSPECTION TYPE-SI, BS 178 BULKHEAD IS CRACKED AROUND FASTENERS AT BS 10, WL 235. REMOVED DAMAGED AREA .5 X 3 ENCOMPASSING 3 CRACKS. REPAIRED BS 178 AT LBL 10, WL 235, PER 727 SRM 53-10-9 AND SRM 51-30-2.									
5313 FDEA	144FE 19137	BOEING 72721C				STRINGER 652353529	CORRODED BS 420-480		8/25/97 97FDEA00571
NR 0298 012 CORROSION (C53-224-02) ON STRINGER 2 RT, BS 420-480. REPAIRED STR 2 RT, BS 420-480 IAW FED-EX SRM 53-10-3 AND 51-30-2.									
5313 CKSA	720CK 19487	BOEING 727223				STRINGER	CRACKED BS 686		2/18/98 CKSA98018
DURING ACCOMPLISHMENT OF AD 94-07-08 S/B 727-57-127 FOUND CRACK LT WING UPPER AFT STRINGER STA686 (INTERNAL). INSTALLED REPAIR IAW B727 SB 727-57-A159. NON-ROUTINE TASK CARD NUMBER 17132.									
5313 CKSA	720CK 19487	BOEING 727223				STRINGER	CRACKED BS 629		2/18/98 CKSA98017
DURING ACCOMPLISHMENT OF AD 94-07-08 S/B 727-157-127 FOUND CRACK LT WING UPPER FWD STRINGER AFT EAR STA629 (INTERNAL). INSTALLED REPAIR PARTS IAW BOEING B727 SERVICE BULLETIN 727-57-A159. NON-ROUTINE TASK CARD NUMBER 17131.									
5313 FDEA	477FE 21394	BOEING 727227				STRINGER	CRACKED BS 720		2/19/98 98FDEA00131
STRINGER CRACKED AT FWD END FASTENER BS 720C + 12 (JUST AFT OF ICE LIGHT HOUSING). REPAIRED CRACKED STR PER SRM 53-10-3, FIG 5.									
5313 DALA	415DA 21257	BOEING 727232				STRINGER 65583872	CORRODED BS 950		2/23/98 DL72K980458
STG 28R WAS FOUND WITH CORROSION FROM FS 950F+10 AFT. THE STG WAS CUT AT FS 950E+10 AND WILL BE REPLACED AFT TO THE FACTORY SPLICE AT FS 1010. REPAIRED PER ERA 331405-14.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER 6518420270	CORRODED BS 352-358		2/3/98 UPS98225849
INSPECTION TYPE-SI, CORROSION (C53-111-01.00-01) ON STR 23L BS 352 TO 358. CORROSION FOUND OUT OF LIMITS PER SRM 53-10-1. REPLACED STRINGER WITH NEW ITEM PER SRM 51-10-1 AND 51-30-2.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER	CRACKED BS 485		2/18/98 UPS98225853
INSPECTION TYPE-SI, CRACKED STRINGER 24 RT BS 485, WL 165, RBL 35. STOP DRILLED ENDS AT CRACK AND INSTALLED REPAIR DOUBLERS OVER DAMAGED SECTION IAW SRM 53-10-3.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER	CRACKED BS 887		2/17/98 UPS98225847
INSPECTION TYPE-SI, CRACK AT STR 14 LT BS 887 LBL 70 WL 229. REPAIRED CRACKED STR 14 LT AT STA 887, LBL 70, WL 229 IAW SRM 51-40-4.									
5314 NWAA	202US 22155	BOEING 727251				KEEL BEAM	CORRODED BS 970-1000		1/15/98 9802962202
DURING M-CHECK, FOUND CORROSION ON OUTBOARD FLANGE OF LEFT KEEL BEAM, FS 970 TO 1000. REPAIRED PER EA 22-153291.									
5314 NWAA	202US 22155	BOEING 727251				KEEL BEAM	CORRODED BS 950-970		1/9/98 9802972202
DURING M-CHECK, FOUND CORROSION ON OUTBOARD FLANGE OF RIGHT KEEL BEAM FS 950 TO 970, RBL 7, WL 143. REPAIRED PER EA 22-154475.									

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5314 SCNA	287SC 21345	BOEING 7272A1				KEEL BEAM 6518636378	CRACKED BS 870		1/18/98 SCNA98014
DURING A SCHEDULED MAINTENANCE CHECK, A CRACK WAS LOCATED ON THE VERTICAL KEEL BEAM CHORD AT BS 870, APPROXIMATE RBL 3.5. DURING REMOVAL AND REPLACEMENT OF THE CRACKED CHORD A KEEL BEAM SUPPORT ANGLE WAS FOUND CRACKED COMPLETELY THROUGH BOTH FLANGES AND A CRACK WAS DISCOVERED ON THE WEB. THE SUPPORT ANGLE WAS REMOVED AND REPLACED AND AN SRM REPAIR WAS ACCOMPLISHED ON THE WEB.									
5314 SCNA	286SC 21601	BOEING 7272A1				KEEL BEAM 6518636378	CRACKED BS 870		1/18/98 SCNA98013
DURING A SCHEDULED MAINTENANCE CHECK, A CRACK WAS LOCATED ON THE VERTICAL KEEL BEAM CHORD AT BS 870, APPROXIMATE RBL 3.5. DURING REMOVAL AND REPLACEMENT OF THE CRACKED CHORD NO ADJACENT STRUCTURE WAS FOUND DAMAGED.									
5315 GAIA	6831 20184	BOEING 727223				FLOORBEAM	CORRODED BS 1090		2/5/98 98ZZZM244
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION FLOORBEAM BS 1090, RBL 54-61. REPAIRED PER SRM ON PMS NR 5803. GAIA9807.									
5315 GAIA	6831 20184	BOEING 727223				FLOORBEAM	CORRODED BS 1148		2/5/98 98ZZZM250
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION FLOORBEAM BS 1148, LBL 10-20. REPAIRED PER SRM ON PMS NR 3366. REF GAIA9808.									
5315 FDEA	477FE 21394	BOEING 727227				FLOORBEAM	CORRODED BS 344		2/20/98 98FDEA00135
BS 344, LBL 44 TO RBL 25 FLOORBEAM HAS CORROSION AROUND NUTCLIP HOLES (TOP AND BOTTOM) AND ON TOP OF FLOORBEAM. REMOVED CORROSION ON TOP AND BOTTOM OF 344 FLOORBEAM AS PER SRM 51-10-6. INSTALLED NEW TOP CHORD FROM LBL 50 TO RBL 67 PER SR 27-53-007.									
5315 IPXA	212UP 21392	BOEING 727247				FLOORBEAM	CORRODED BS 380		2/11/98 UPS98225872
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) ON FLOORBEAM FASTENER HOLE BS 380, LBL 50, WL 208. MECHANICALLY REMOVED CORROSION, FOUND OUT OF LIMITS PER SRM 53-10-2, 53-10-6. REPAIRED FLOORBEAM PER SRM 53-10-8.									
5315 IPXA	904UP 18946	BOEING 72751C				FLOORBEAM BAC 14902831	CORRODED BS 400		2/4/98 UPS98225878
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) ON FLOORBEAM BS 400, LBL 25, WL 208, UPPER FLANGE. CORROSION FOUND TO BE OUT OF LIMITS PER SRM 51-10-1. COMPLETED STANDARD T-CHORD REPAIR PER SRM 53-10-8, SRM 51-30-2 AND MM 51-20-31.									
5315 IPXA	904UP 18946	BOEING 72751C				FLOORBEAM BAC15123397	CORRODED BS 480		2/4/98 UPS98225879
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) AND BARE METAL ON FLOORBEAM BS 480, LBL 45 TO 59, WL 208. CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. COMPLETED STANDARD UPPER CHORD SPLICE PER SRM 53-10-8, FIG 5, SRM 51-30-2 AND MM 51-20-21.									
5315 IPXA	904UP 18946	BOEING 72751C				FLOORBEAM	CORRODED BS 420		2/4/98 UPS98225875
INSPECTION TYPE-SI, CORROSION (C53-224-01.05-01) AND GOUGE ON BS 420 FLOORBEAM LBL 19, RBL 56, WL 208. CORROSION FOUND OUT OF LIMITS PER SRM 53-10-1. COMPLETED STANDARD UPPER CHORD REPAIR PER SRM 53-10-8, SRM 51-30-2 AND 51-10-2.									
5320 GAIA	6831 20184	BOEING 727223				SUPPORT	CORRODED BS 723		2/5/98 98ZZZM252
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION FLOOR SUPPORT BS 723, RBL 5. REPAIRED PER SRM ON PMS NR 3370. REF GAIA9808.									

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5320 GAIA	6831 20184	BOEING 727223				CHORD	CORRODED BS 996	2/5/98	98ZZZM246
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION CHORD BS 996, LBL 54. REPAIRED PER SRM ON PMS NR 5793. REF GAIA9808.									
5320 GAIA	6831 20184	BOEING 727223				SUPPORT	CORRODED BS 1166	2/5/98	98ZZZM249
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION ANGLE SUPPORT BS 1166, LBL 2025. REPAIRED PER SRM ON PMS NR 3367. REF GAIA9808.									
5320 GAIA	6831 20184	BOEING 727223				SUPPORT	CORRODED BS 732	2/5/98	98ZZZM245
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION FLOOR SUPPORT BS 732, LBL 9. REPAIRED PER SRM ON PMS NR 3346. REFERENCE GAIA9807.									
5320 GAIA	6831 20184	BOEING 727223				SUPPORT	CORRODED BS 723	2/5/98	GAIA9808
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION FLOOR SUPPORT BS 723, LBL 5. REPAIRED PER SRM ON PMS NR 3361. (M)									
5320 GAIA	6831 20184	BOEING 727223				SUPPORT	CORRODED BS 711	2/5/98	98ZZZM251
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION FLOOR SUPPORT BS 711, RBL 5. REPAIRED PER SRM ON PMS NR 3371. REF GAIA9808.									
5320 GAIA	6831 20184	BOEING 727223				CHORD	CORRODED BS 1177	2/5/98	98ZZZM239
THE FOLLOWING ITEMS WERE LEVE 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION CHORD BS 1177. REPAIRED PER SRM ON PMS NR 5861. REFERENCE GAIA9807.									
5320 DALA	481DA 20861	BOEING 727232				WEB	CRACKED BS 1263	2/20/98	DL72K980427
FOUND DURING B-2 LETTER CHECK, .5 INCH CRACK RT LWR TORQUE BOX TRANSVERSE WEB FS 1263 O/B OF NR 2 ENG FUEL SHROUD. REPAIRED PER SRM 53-10-10 FIG 4.									
5320 DALA	481DA 20861	BOEING 727232				ANGLE	CRACKED BS 913	2/20/98	DL72K980424
STA 913 RT ANGLE IS CRACKED MLG W/W O/B SIDE ABOVE SHELF ANGLE. REPAIRED PER MM 53-11-0 P 834.									
5320 FDEA	222FE 20933	BOEING 727233				CHORD 652083321	CORRODED BS 1070	2/23/98	98FDEA00124
CORROSION BS 1070, WL 201, LBL 45 - RBL 45 ON LOWER CHORD. *S/D* REPAIRED LOWER CHORD BS 1070, WL 201, LBL 45 - RBL 45 IAW FED-EX EA NR 7-5310-37461.									
5320 FDEA	271FE 22036	BOEING 727233				STIFFENER	CRACKED BS 1183	2/23/98	98FDEA00127
LOWER LOBE AFT CARGO, BS 1183 BULKHEAD LOWER END OF VERTICAL STIFFENER AT RBL 8.0 CRACKED IN I/B RADIUS (INITIAL CRACK LENGTH 1.875.). INSTALLED RBL 8 VERTICAL BEAM MODIFICATION AND REPAIR PER S/B 53-175R2, AD 90-06-09 AND DRAWING 65C29080 GN7.									
5320 DALA	2814W 20870	BOEING 727247				WEB	CRACKED LWR TORQUE BOX	2/23/98	DL72W980461
FOUND DURING B-2 LETTER CHECK, LWR LT VERTICAL WEB CRACKED FS 1233 AND FS 1229. REPAIRED PER M/M 53-11-0.									

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5320 DALA	2814W 20870	BOEING 727247				WEB	CRACKED BS 1214		2/23/98 DL72W980465
I/B VERT TORQUE BOX WEB CRACKED AT UPPER FASTENER STA 1214 RT SIDE. INSTALLED PERM REPAIR DOUBLER PER M/M 53-11-0.									
5320 DALA	2814W 20870	BOEING 727247				WEB	CRACKED BS 1229		2/23/98 DL72W980463
A .25 INCH CRACK AT UPPER LIGHTENING HOLE STA 1229 LT SIDE OF I/B VERT WEB. ROUTED OUT DAMAGE PER M/M 53-11-0.									
5320 DALA	2814W 20870	BOEING 727247				WEB	CRACKED BS 1233		2/23/98 DL72W980462
I/B VERT WEB CRACKED AT UPPER FASTENER HOLE STA 1233 LT SIDE. INSTALLED PERM REPAIR DOUBLER PER M/M 53-11-0.									
5320 DALA	2814W 20870	BOEING 727247				WEB	CRACKED LWR TORQUE BOX		2/23/98 DL72W980460
FOUND DURING B-2 LETTER CHECK, LWR RT TORQUE BOX VERTICAL WEB CRACKED FS 1214. REPAIRED PER M/M 53-11-0.									
5320 IPXA	212UP 21392	BOEING 727247				INTERCOSTAL	CORRODED BS 546		2/10/98 UPS98225873
INSPECTION TYPE-SI, CORROSION (SDN C53-111-01.00-02) ON INTERCOSTAL RBL 27, BS 546, WL 147 FWD CARGO BAY. CORROSION FOUND TO BE OUT LIMITS PER SRM 53-10-1. FABRICATED PART PER SRM 51-10-3 AND INSTALLED PER SRM 51-30-2, SRM 51-40-2 AND SRM 51-10-2.									
5320 DALA	296WA 22533	BOEING 727247				SILL 655612910	CORRODED CARGO DOORWAY		2/23/98 DL72W980453
THE C2 DOOR CUTOUT LOWER SILL WAS FOUND WITH CORROSION ON THE OUBTBD FLANGE OF THE OUTBD CHORD. REPAIRED PER ERA 331330-14.									
5320 IPXA	904UP 18946	BOEING 72751C				SUPPORT	CORRODED BS 328		2/18/98 UPS98225852
INSPECTION TYPE-SI, CORROSION ON FLOOR SUPPORT BS 328 TO 344, LBL 29, WL 208. REMOVED AND REPLACED FLOOR SUPPORT IAW SRM 51-30-2.									
5320 IPXA	904UP 18946	BOEING 72751C				BEAM 6534144109	CORRODED BS 765-825		2/19/98 UPS98225860
INSPECTION TYPE-SI, CORROSION ON LONGITUDINAL BEAM LBL 25, WL 208, BS 765 TO 825. REMOVED AND REPLACED UPPER CHORD OF LONGITUDINAL BEAM IAW SRM 51-30-2, 51-20-1, 51-30-5.									
5320 IPXA	904UP 18946	BOEING 72751C				STIFFENER 651841713	CORRODED BS 301		2/3/98 UPS98225850
INSPECTION TYPE-SI, CORROSION (C53-111-01.05-01) ON STIFFENER OF NOSE WHEEL WELL TOP PANEL BS 301 LBL 7, RLB 12, WL 184. CORROSION OUT OF LIMITS PER SRM 51-10-6. REPLACED PART WITH NEW ITEM PER SRM 51-30-2.									
5320 IPXA	904UP 18946	BOEING 72751C				INTERCOSTAL 7075T6	CORRODED BS 211-220		2/8/98 UPS98225877
INSPECTION TYPE-SI, CORROSION (C53-111-01.00-01) ON INTERCOSTAL BS 211.8 TO 219.8, LBL 25, WL 176. CORROSION REWORK OUT OF LIMITS IAW SRM 53-10-1. REPLACED INTERCOSTAL STA 211.8 TO 219.8, LBL 25, WL 176 IAW SRM 51-20-1, 51-30-2, 51-10-3.									
5330 GAIA	6831 20184	BOEING 727223				SKIN	CORRODED BS 720		2/5/98 GAIA9807
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION SKIN SPLICE BS 720C-720D. REPAIRED PER SRM ON PMS NR 3363. (M)									

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5330 FDEA	477FE 21394	BOEING 727227				SKIN	CORRODED BS 1165		2/20/98 98FDEA00130
FUSELAGE SKIN BULGED AT BS 1165 JUST OUTBOARD AND FORWARD OF RT STATIC PORT. INSTALLED REPAIR PER SRM 53-30-3.									
5330 FDEA	477FE 21394	BOEING 727227				SKIN	CORRODED BS 1148R		2/23/98 98FDEA00132
LOWER FUSE SKIN BULGE BETWEEN STR 26R AND STR 25R, BS 1148R. REMOVED ALL CORROSION AND INSTALLED FRAME SHEAR TIE REPAIR AT SKIN ATTACHMENT PER SRM 53-10-4 FIG 11.									
5330 DALA	415DA 21257	BOEING 727232				SKIN	CRACKED L1 DOORWAY		2/23/98 DL72K980457
A TIME LIMITED REPAIR AT THE L1 DOOR UPPER HINGE CUTOUT WAS REMOVED AND THE SKIN AND INTERNAL STRUCTURE WAS INSPECTED. THE STRAP WAS FOUND CRACKED AS WELL AS 4 OTHER HOLE LOCATIONS IN THE SKIN ASSY. REPAIRED PER ERA 331410-14.									
5330 DALA	543DA 22392	BOEING 727232				SKIN 65545664	CORRODED BS 480		2/13/98 DL72S980397
A 24 X 17.5 AREA OF SKIN WAS TRIMMED AWAY BETWEEN FS 480 AND FS 500, AND BETWEEN STRINGERS 27L AND 27R. THE SKIN CUTOUT WAS REPAIRED WITH A DOUBLER AND TRIPLER INSTALLED PERER/A 364006-14, REV A.									
5330 FDEA	271FE 22036	BOEING 727233				SKIN	GOUGED BS 1050		2/13/98 98FDEA00129
UPPER LOBE, FUSE CROWN SKIN GOUGED AT BS 1050 BETWEEN STRINGER 3L TO 4L. TRIMMED OUT DAMAGED AREA. INSTALLED EXTERNAL REPAIR DOUBLER PER SRM 53-30-3.									
5330 FDEA	156FE 18289	BOEING 72725				SKIN 65175302	ELONGATED HOLES BS 1342		2/24/98 98FDEA00138
WORKING FASTENERS IN RT SIDE OF FUSELAGE OF NR 2 ENGINE AT BS 1342 BETWEEN RAIN GUTTER AND ACCESS PANEL.									
5347 GAIA	6831 20184	BOEING 727223				SEAT TRACK	CORRODED BS 560-640		2/5/98 98ZZZM240
THE FOLLOWING ITEMS WERE LEVE 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION SEAT TRACK BS 560-640, LBL 25. REPAIRED PER SRM ON PMS NR 5846. REFERENCE GAIA9807.									
5347 GAIA	6831 20184	BOEING 727223				SEAT TRACK	CORRODED BS 560-640		2/5/98 98ZZZM241
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION CORROSION SEAT TRACK BS 560-640, LBL 46. REPAIRED PER SRM ON PMS NR 5845.. REFERENCE GAIA9807.									
5347 GAIA	6831 20184	BOEING 727223				SEAT TRACK	CORRODED BS 480-560		2/5/98 98ZZZM242
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION SEAT TRACK BS 480-560, LBL 24. REPAIRED PER SRM ON PMS NR 5829. REFERENCE GAIA9807.									
5347 GAIA	6831 20184	BOEING 727223				SEAT TRACK	CORRODED BS 680-700		2/5/98 98ZZZM243
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION SEAT TRACK BS 680-700, LBL 25. REPAIRED PER SRM ON PMS NR 5819. REFERENCE GAIA9807.									
5347 GAIA	6831 20184	BOEING 727223				SEAT TRACK	CORRODED BS 1110		2/5/98 98ZZZM248
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION SEAT TRACK BS 1110-1130, RBL 24. REPAIRED PER SRM ON PMS NR 5799. REF GAIA9808.									

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5347 GAIA	6831 20184	BOEING 727223				SEAT TRACK	CORRODED BS 1110		2/5/98 98ZZZM247
THE FOLLOWING ITEMS WERE LEVEL 2 CORROSION FINDINGS DURING INDOC INSPECTION, CORROSION SEAT TRACK BS 1110-1120, RBL 24. REPAIRED PER SRM ON PMS NR 5778. REF GAIA9808.									
5347 IPXA	904UP 18946	BOEING 72751C				SEAT TRACK	CORRODED BS 730		2/18/98 UPS98225854
INSPECTION TYPE-SI, WHILE WORKING CUST ID 2-224-22B FOUND CORROSION ON SEAT TRACK INBD FLANGE STA 730, LBL 65, WL 208. REMOVED DAMAGED SECTION OF SEAT TACK AND SPLICED IN NEW SECTION IAW SRM 53-10-5.									
5347 IPXA	904UP 18946	BOEING 72751C				SEAT TRACK BAC 15201432	CORRODED BS 970-1110		2/3/98 UPS98225846
INSPECTION TYPE-SI, CORROSION (44-53-12) IN SEAT TRACK WELL BS 970 TO 1110 RBL 25, WL 208 CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. FABRICATED NEW TRACK AND SPLICE PER 53-10-5, INSTALLED PER SRM 51-30-2.									
5347 IPXA	904UP 18946	BOEING 72751C				SEAT TRACK	CORRODED BS 861		2/18/98 UPS98225855
INSPECTION TYPE-SI, CORROSION AROUND NUT PLATES BS 861, RBL 24, WL 208. REMOVED AND REPLACED SECTION OF SEAT TRACK AND EXPANSION LINK IAW SRM 51-30-2.									
5347 IPXA	904UP 18946	BOEING 72751C				SEAT TRACK	CORRODED BS 675-680		2/19/98 UPS98225859
INSPECTION TYPE-SI, CORROSION ON CARGO TRACK IN WELL OF TRACK AT BS 675 TO 680, WL 155, RBL 15. REMOVED DAMAGED SECTION OF CARGO TRACK, FABRICATED AND INSTALLED REPLACEMENT SECTION IAW SRM 53-10-5.									
5412 DALA	415DA 21257	BOEING 727232				SEAL RING	WORN NR 2 ENGINE COWL		2/11/98 DL72K980423
MV-2, FOUND NR 2 ENG FIREWALL COWLING SEAL RING 9 O'CLOCK POSITION WORN THRU. REMOVED DAMAGE PER MM 53-11-00 PG 801, FABD REPAIR INSTALLED PER AND PAINTED.									
5521 DALA	296WA 22533	BOEING 727247				SPAR 65169351	MISDRILLED LT ELEVATOR		2/23/98 DL72W980452
DURING ACCOMPLISHMENT OF THE REAR SPAR MOD ON THE LT ELEVATOR IT WAS NOTED THAT SEVERAL HOLES WERE OVERSIZED. REPAIRED PER ERA 331369-14AD.									
5532 DALA	481DA 20861	BOEING 727232				SKIN	CRACKED VERT STAB		2/20/98 DL72K980426
FOUND DURING B-2 LETTER CHECK, 2 EA .75 INCH CRACKS IN VERTICAL STAB RT SKIN AT BASE FS 1342 STAB STR 10. REPAIRED PER M/M 55-30-0.									
5730 DALA	296WA 22533	BOEING 727247				SKIN	CRACKED RT WING		2/23/98 DL72W980454
THE RMLG BEAM WAS DISCOVERED TO HAVE SEVERAL DAMAGE LOCATIONS. THE NR 2 SKIN PANEL ATTACH HOLE ON THE LWR FLANGE OF THE BEAM WAS FOUND WITH A CRACK IN THE BORE. THE OUTBD MLG SUPPORT LUG HOLE WAS FOUND CORRODED AND THE UNDERSIDE OF THE LWR FLANGE OF THE BEAM WAS CORRODED. REPAIRED PER ERA 331380-14 .									
5744 IPXA	904UP 18946	BOEING 72751C				FITTING 653273415	CORRODED NR 1 FLAP TRACK		2/19/98 UPS98225857
INSPECTION TYPE-SI, NR 1 FLAP TRACK FWD FITTING IS CORRODED AROUND MOUNT HOLE. REPLACED FITTING PER SRM 51-10-1, NEW FITTING SETUP AND MACHINED PER BOEING DRAWING 65-17357.									
5753 DALA	8882Z 21579	BOEING 727225				SKIN 652163389	WORN RT TE MIDFLAP		12/18/97 DL72S980400
DURING SHOP INSPECTION, THE FLAP WAS FOUND WITH LEADING EDGE SKIN WORN BEYOND ALLOWABLE DAMAGE LIMITS AT O/B END. THE SKIN WAS REPAIRED BY REMOVING THE DAMAGED SKIN AND INSTALLING A FILLER AND DOUBLER PER 727 MM 57-52-0, FIG 803.									

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5753 DALA	403DA 21147	BOEING 727232				SKIN 652163261	CRACKED LT TE MIDFLAP		12/31/97 DL72S980403
DURING SHOP INSPECTION, THE AFT LOWER SPAR ANGLE WAS FOUND CRACKED. THE ANGLE WAS REPAIRED PER 727 MM 57-52-0 BY INSTALLING A REPAIR ANGLE.									
5753 IPXA	212UP 21392	BOEING 727247				TRACK 65192491	CORRODED NR 6 TE FLAP		2/19/98 UPS98225871
INSPECTION TYPE-SI, CORROSION (C57-581-06.00-04) NR 6 T/E FLAP TRACK SPOILER BEAM MOUNT PAD CORRODED. REMOVED CORRODED FLAP TRACK AND INSTALLED SERVICABLE FLAP TRACK IAW MM 27-51-31, REF TC NR C57-581-04-4D.									
5754 DALA	481DA 20861	BOEING 727232				BRACKET	CRACKED NR 8 LE SLAT		2/20/98 DL72K980425
NR 8 SLAT I/B AND O/B ATTACH BRACKETS CRACKED. REPAIRED PER MM 57-20-21 P 812.									
5754 DALA	403DA 21147	BOEING 727232				RIB 65162222	CRACKED NR 6 LE SLAT		2/19/98 DL72S980406
NR 6 SLAT RIB CRACKED. REPAIRED PER M/M 57-54-0.									
5754 DALA	2814W 20870	BOEING 727247				BRACKET	CRACKED NR 2 LE FLAP		2/23/98 DL72W980459
FOUND AT B2 LETTER CHECK, NR 2 LE FLAP ACTUATOR O/B MOUNT BRACKET CRACKED LOWER EDGE. REPAIRED PER M/M 57-20-21.									
5754 IPXA	904UP 18946	BOEING 72751C				BULLNOSE 65217505A	CORRODED NR 2 LE FLAP		2/16/98 UPS98225861
INSPECTION TYPE-SI, L/W NR 2 K-FLAP BULLNOSE I/B MOUNT LUG CORRODED AROUND I/B FASTENER. REMOVED CORRODED BULLNOSE, CORROSION OUT OF LIMITS, INSTALLED SERVICABLE BULLNOSE IAW MM 27-81-01.									
5754 IPXA	904UP 18946	BOEING 72751C				RIB	CRACKED NR 3 SLAT		2/20/98 UPS98225856
INSPECTION TYPE-SI, WHILE WORKING CARD NR 465869 FOUND L/W NR 3 SLAT O/B TRACK O/B TRACK RIB CRACKED. INSTALLED NEW RIB AT O/B TRACK STATION PER 727 SRM 51-30-2.									
5754 IPXA	904UP 18946	BOEING 72751C				RIB 65172887	CRACKED NR 3 LE SLAT		2/10/98 UPS98225874
INSPECTION TYPE-SI, WHILE WORKING CARD NR 465720 FOUND CRACKED RIB ON L/W NR 3 SLAT AT SLAT STA 128 TO 950. REMOVED CRACKED RIB, REPLACED WITH NEW RIB IAW SRM 51-30-2.									
5755 IPXA	904UP 18946	BOEING 72751C				CORE	CORROSION NR 7 SPOILER		2/17/98 UPS98225848
INSPECTION TYPE-SI, WATER ENTRAPMENT NOTED IN LT WING NR 7 SPOILER I/B END FROM LEADING EDGE AFT 12 INCHES (X-RAY FILM VIEW NR 8). FURTHER INVESTIGATION REQUIRED. REMOVED 24 X 9 OF LOWER SURFACE SKIN AND 5 X 11.8 DAMAGED CORE CLEANED, DRIED AND REPAIRED IAW SRM 51-40-6.									
7200 UALA	7292U 21570	BOEING 727222	PWA JT8D15			ENGINE	FAILED NR 1		11/25/97 97UAL900838
EXPERIENCED VIBRATION ON CLIMBOUT AND NR 1 ENGINE FAILURE INDICATION. SHUT DOWN ENGINE AND RETURNED TO IAH.									
7200 FDEA	270FE 22035	BOEING 727233				ENGINE	BIRD STRIKE NR 1		2/24/98 98FDEA00125
MULTIPLE BIRD STRIKE AT 1300 FT, FLAPS 5 DEGREES. NR 1 ENGINE WAS SHUT DOWN FOR VIBRATION AND SUBSEQUENT FAILURE.									

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7261 NWAA	712RC 22020	BOEING 7272S7	PWA JT8D17R			RELIEF VALVE 626447	FAILED CENTER ENGINE		2/19/98 9803192712
DURING CLIMB AT 29,000 FEET, THE CENTER ENGINE OIL PRESSURE INDICATION DECREASED TO 30 PSI. AIRCRAFT DIVERTED TO SLC AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE CENTER ENGINE OIL PRESSURE RELIEF VALVE. ENGINE OPERATIONAL CHECK OK.									
2120 AWXA	183AW 22650	BOEING 737277				AIR DISTR	SMOKE CABIN		2/17/98 AWXA9800054
CREW REPORTED, SMOKE IN THE CABIN. A/C RETURNED TO DEN ATBC. CONTRACT MX CHECKED BOTH PACKS, RECIR FAN, LIGHT BALLAST, EYEBALL VENTS, RAN PACKS WITH ENGINES AND APU, PRESSURIZED THE A/C. MX COULDN'T DUPLICATE THE PROBLEM, CREW REFUSED, A/C FLIGHT WAS CANCELLED. STC NR SA3432NM.									
2121 SWAA	68SW 22357	BOEING 7372H4				COOLING FAN 65771	SMOKING CABIN		2/16/98 SWAA980123
AFTER TAKEOFF, CREW REPORTED A ELECTRICAL SMELL OF HOT PLASTIC AT FL280 TURNED LEFT PACK COLDER AND GASPER FAN ON. SMOKE APPARENT IN FRONT HALF OF CABIN. REMOVED AND REPLACED NR 1 EQUIPMENT COOLING FAN PER BOEING MM.									
2121 SWAA	617SW 27700	BOEING 7373H4				FAN 6454051	FAILED CABIN		2/2/98 SWAA980133
PRIOR TO ARRIVAL, CREW NOTICED ELECTRICAL TYPE FUMES IN GALLEY AREA. TURNED OFF GALLEY POWER, FUMES DISSIPATED. MADE AN UNEVENTFUL LANDING AT DTW. REMOVED AND REPLACED RECIRCULATION FAN, PER BOEING MM.									
2130 P2EA	412CE 20412	BOEING 737205				RELIEF VALVE	INOPERATIVE AFT FUSELAGE		1/19/98 P2EA98004
MCI-ATL - EXPERIENCED PRESSURIZATION PROBLEMS AND RETURNED BACK TO MCI. DURING TROUBLESHOOTING A CABIN PRESSURE SAFETY RELIEF VALVE WAS FOUND OPENING AT A LOWER PRESSURE THAN ALLOWED PER BOEING MM. A BLANKING PLATE WAS INSTALLED PER MEL. ALSO, DURING TROUBLESHOOTING A CRACK WAS FOUND IN THE LOWER AFT FRAME OF THE AFT CARGO COMPARTMENT DOOR BETWEEN THE SKIN AND SEAL RETAINER. A MAINTENANCE FERRY PERMIT WAS ISSUED FOR ACFT 412 TO FERY TO PHX SO SABRETECH COULD REPAIR THE AFT CARGO DOOR. THE AFT CARGO COMPARTMENT DOOR WAS REPLACED BY SABERTECH AND THE AIRCRAFT RETURNED TO SERVICE WITH THE SAFETY RELIEF VALVE STILL ON MEL. (M)									
2130 SWAA	82SW 22731	BOEING 7372H4				RELAY 655281025	INOP E/E COMPT		1/31/98 SWAA980121
AFTER TAKEOFF, UNABLE TO PRESSURIZE THE AIRCRAFT IN AUTO, STANDBY OR MANUAL MODES. REPLACED A/C RELAY UNIT PER BOEING MM.									
2131 UALA	322UA 23954	BOEING 737322	GE CFM56*		HAMILTON STD 763810X	CONTROLLER	FAILED CABIN		10/28/97 97UAL900800
UNABLE TO PRESSURIZE THE AIRCRAFT IN AUTO. CABIN PRESSURE OSCILLATES UP AND DOWN IN STANDBY. *S/D* PRESSURE OSCILLATIONS CAUSED BY A FAILED CABIN PRESSURE CONTROLLER. REPLACED THE CABIN PRESSURE CONTROLLER AND CONTROL PANEL.									
2150 SWAA	92SW 22964	BOEING 7372H4				PRECOOLER 26110114	FLICKERED NR 1 ENGINE		1/20/98 SWAA980124
AFTER TAKEOFF, NR 1 ENGINE OVHT LIGHT FLICKERED ON AND OFF DURING CLIMBOUT. IT PROGRESSED TO STEADY ON. EXTINGUISHED WHEN NR 1 ENG THROTTLE RETARDED TO IDLE THRUST. ALL OTHER ENGINE INDICATIONS WERE NORMAL. REMOVED AND REPLACED PRECOOLER ON NR 1 ENG PER BOEING MM.									
2312 UALA	9010U 19048	BOEING 737222	PWA JT8D7B			VHF COMM	INOPERATIVE NR 1		11/3/97 97UAL900804
NUMBER 1 VHF COM WAS INOPERATIVE. NUMBER 2 VHF COM WAS INTERMITTENT.									

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2612 USAA	507AU 23382	BOEING 7373B7				WIRE HARNESS 6131508551	FAILED NR 1 ENGINE		1/25/98 98ZZZM228
PIT - FLT 167 - CAPT REPORTED THAT AT HIGH ALT AND HIGH POWER, THE NR 1 ENGINE 'B' LOOP FAULT LIGHT FLICKERED. AFTER SWITCHING TO 'A' LOOP, HE RECEIVED FAULT LIGHT. CAPT NOTIFIED VIA ACARS WAS DIVERTING TO PIT DUE TO SAME PROBLEM IN PHL HAD REOCCURRED. IN PHL, MX INSPECTED FIRE LOOPS WITH NO DEFECTS NOTED AND REPLACED THE FIRE CONTROL PANEL AS PRECAUTIONARY. FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE NR 1 ENG CORE FIRE DETECTOR SENSOR ASSY WHICH WAS FOUND BAD ALONG WITH THE CORE WIRING HARNESS DUE TO A HIGH RESISTANCE. ALSO, REPLACED THE NR 1 ENGINE PYLON FIRE LOOP DETECTOR AS PRECAUTIONARY. RAN ENGINE AT POWER WITH BLEED									
2612 USAA	507AU 23382	BOEING 7373B7				FIRE DETECTOR 6678	FAILED NR 1 ENGINE		1/25/98 USAASB98019
PIT - FLT 167 - CAPT REPORTED THAT AT HIGH ALT AND HIGH POWER, THE NR 1 ENGINE 'B' LOOP FAULT LIGHT FLICKERED. AFTER SWITCHING TO 'A' LOOP, HE RECEIVED FAULT LIGHT. CAPT NOTIFIED VIA ACARS WAS DIVERTING TO PIT DUE TO SAME PROBLEM IN PHL HAD REOCCURRED. IN PHL, MX INSPECTED FIRE LOOPS WITH NO DEFECTS NOTED AND REPLACED THE FIRE CONTROL PANEL AS PRECAUTIONARY. FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE NR 1 ENG CORE FIRE DETECTOR SENSOR ASSY WHICH WAS FOUND BAD ALONG WITH THE CORE WIRING HARNESS DUE TO A HIGH RESISTANCE. ALSO, REPLACED THE NR 1 ENGINE PYLON FIRE LOOP DETECTOR AS PRECAUTIONARY. RAN ENGINE AT POWER WITH BLEED									
2612 USAA	507AU 23382	BOEING 7373B7				FIRE DETECTOR 667201	FAILED NR 1 PYLON		1/25/98 98ZZZM227
PIT - FLT 167 - CAPT REPORTED THAT AT HIGH ALT AND HIGH POWER, THE NR 1 ENGINE 'B' LOOP FAULT LIGHT FLICKERED. AFTER SWITCHING TO 'A' LOOP, HE RECEIVED FAULT LIGHT. CAPT NOTIFIED VIA ACARS WAS DIVERTING TO PIT DUE TO SAME PROBLEM IN PHL HAD REOCCURRED. IN PHL, MX INSPECTED FIRE LOOPS WITH NO DEFECTS NOTED AND REPLACED THE FIRE CONTROL PANEL AS PRECAUTIONARY. FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE NR 1 ENG CORE FIRE DETECTOR SENSOR ASSY WHICH WAS FOUND BAD ALONG WITH THE CORE WIRING HARNESS DUE TO A HIGH RESISTANCE. ALSO, REPLACED THE NR 1 ENGINE PYLON FIRE LOOP DETECTOR AS PRECAUTIONARY. RAN ENGINE AT POWER WITH BLEED									
2910 UALA	9010U 19048	BOEING 737222	PWA JT8D7B			SO VALVE MR29136358	FAILED NR 1 HYD SYST		11/7/97 97UAL900813
NUMBER ONE ENGINE HYDRAULIC SHUTOFF VALVE CIRCUIT BREAKER TRIPPED AND WOULD NOT RESET. *S/D* REPLACED NR 1 ENGINE HYDRAULIC SHUTOFF VALVE. NO LEAKS WERE NOTED, OPS CHECK GOOD.									
2913 SWAA	637SW 27710	BOEING 7373H4				PUMP 887477	LEAKING B-HYD SYS		1/23/98 SWAA980125
AFTER TAKEOFF, HYDRAULIC SYSTEM B-PUMP PRESSURE LIGHT ILLUM DURING FLT. REMOVED AND REPLACED B-SYS HYD PUMP AND FILTERS PER BOEING MM.									
3020 UALA	351UA 24319	BOEING 737322	GE CFM56*			ANTI-ICE VALVE 1726257	FAILED RT ENGINE		10/26/97 97UAL900795
THE RIGHT ENGINE NOSE COWL ANTI-ICE VALVE OPEN LIGHT WAS ON BRIGHT WITH SWITCH ON. REDUCING ENGINE POWER CAUSED THE LIGHT TO DIM. INCREASING THE ENGINE POWER BACK UP CAUSED THE LIGHT TO BRIGHTEN. *S/D* REMOVED AND REPLACED NOSE COWL ANTI-ICE VALVE, OPS CHECK GOOD.									
3260 USAA	242US 22444	BOEING 737201				LIGHT 106180350	FAILED RT MLG		1/17/98 USAASB98015
CLT - FLT 209 - ON APPROACH INTO CLT, CREW DID NOT RECEIVE A DOWN AND LOCKED INDICATION FOR THE RT MLG. CREW TESTED LIGHT AND CONFIRMED THE LIGHT WAS OPERATIONAL. CREW RECYCLED THE GEAR AND AGAIN RECEIVED NO DOWN AND LOCKED INDICATION FOR THE RIGHT MAIN GEAR. CREW ACCOMP A GO-AROUND AND PERFORMED MANUAL GEAR EXTENSION CHECKLIST. FIRST OFFICER VERIFIED GEAR WAS DOWN AND LOCKED THROUGH VIEWPORTS. A FLYBY WAS ALSO ACCOMP FOR TOWER TO CONFIRM GEAR WAS DOWN. AN EMERGENCY WAS DECLARED AND THE FLIGHT LANDED SAFELY WITHOUT INCIDENT. GEAR WAS PINNED AND TOWED TO THE GATE. MAINTENANCE FOUND A BAD LIGHT SOCKET FOR THE RT MLG DOWN INDICATION. REPLACED SAME. OPS CHECK GOOD. STOWED GEAR PINS. (M)									
3260 UALA	906UA 25006	BOEING 737522	GE CFM56*			SENSOR 1061226	BAD LT MLG		11/7/97 97UAL900811
ON GEAR EXTENSION, LEFT MAIN LANDING GEAR RED LIGHT DID NOT EXTINGUISH. *S/D* FOUND LEFT MAIN LANDING GEAR DOWNLOCK SENSOR BAD. REPLACED LEFT MAIN LANDING GEAR DOWNLOCK SENSOR, OPS CHECK OK.									

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3350 VJ6A	461AT 20976	BOEING 737200				CONNECTOR	DIRTY CABIN		2/20/98 VJ9800023
AFT SECTION OF EMERGENCY PATH LIGHTING INOPERATIVE. CLEANED AND DRIED CONNECTIONS, OPS CHECKED NORMAL.									
3350 ZZDA	1PC 21613	BOEING 737200				LIGHT	INOPERATIVE CABIN		2/24/98 VJ9800025
CENTER AISLE, AFT AND OUTSIDE EMERGENCY LIGHTS INOPERATIVE. PERFORMED FUNCTIONAL CHECK OF INTERIOR AND EXTERIOR EMERGENCY LIGHT SYSTEM ON AIRCRAFT AND OPS CHECKED NORMAL IAW MM 33-51-00.									
3350 ZZDA	460AT 20158	BOEING 737214				SWITCH	FAILED L1 DOOR		2/9/98 VJ9800009
EMERGENCY EXIT LIGHT WILL NOT ARM, ON FLIGHT CREW PRE FLIGHT. REMOVED AND REPLACED MICRO SWITCH IAW MM 33-51-121; OPS CHECKED GOOD.									
3350 AWXA	182AW 22649	BOEING 737277				BATTERY PACK 900835A	DISCHARGED CABIN		2/19/98 AWXA9800060
AFT EMERGENCY EXIT SIGN INOP. REMOVED AND REPLACED BATTERY PACK FOR AFT EMERGENCY EXIT SIGN SYSTEM, OPS CHECKS GOOD. STC NR SA3432NM.									
3350 AWXA	188AW 22655	BOEING 737277				BATTERY PACK 6104789	DISCHARGED CABIN		2/18/98 AWXA9800057
L1 AND R1 ENTERIOR EMERGENCY EXIT LIGHTS ARE INOP. REMOVED AND REPLACED FWD CARGO PIT LT SIDEWALL EMERGENCY LIGHT BATTERY PACK, OP CHECK GOOD.									
3350 AWXA	145AW 20194	BOEING 7372A6				WIRING	LOOSE CABIN		2/19/98 AWXA9800059
EMER LIGHT INOP AT 9BC. RECONNECTED WIRING. STC NR SA3432NM.									
3350 USAA	279AU 22891	BOEING 7372B7				BATTERY PACK 900835A	DISCHARGED CABIN		1/12/98 USAA9800013
PHL - DURING OPERATIONAL CHECK OF THE EMERGENCY LIGHT SYSTEM, MAINTENANCE FOUND THE AFT OVERHEAD EMERGENCY EXIT LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 SWAA	54SW 21535	BOEING 7372H4				LAMPS	FAILED CABIN		2/2/98 SWAA980120
DURING SCHEDULED SERVICE CHECK, FOUND NUMEROUS EMERG EXIT SIDE LIGHT LAMPS INOP. REPLACED PER BOEING MM.									
3350 ASAA	746AS 23123	BOEING 7372X6C				TRANSMITTER 873203041	INOPERATIVE CABIN		1/20/98 ASAA9810010
ANC - FLT 54 - DURING FLIGHT IT WAS REPORTED THAT THE EMERGENCY EXIT FLOOR TRACK LIGHTS ILLUMINATED UNCOMMANDED AND THEN EXTINGUISHED AFTER A FEW MINUTES. REPLACED FORWARD AND AFT TRANSMITTERS AND LIGHTS OPERATED NORMALLY. (M)									
3350 UALA	377UA 24642	BOEING 737322	GE CFM56*			CONNECTOR 58781	FAILED CABIN		11/9/97 97UAL900812
EEL LIGHTS DID NOT WORK FROM ROW 16 TO THE AFT END OF THE AIRCRAFT. *S/D* FOUND BAD CONNECTION AT ROW 16. SECURED CABLE, OPS CHECK GOOD.									
3350 AWXA	172AW 23631	BOEING 73733A				WIRE	BROKEN CABIN		2/17/98 AWXA9800055
EMERGENCY AISLE LIGHT ROW 1 SEAT LIGHT INOP. REPAIRED BROKEN WIRE, OPS CK GOOD. STC NR SA3432NM.									

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3350 USAA	505AU 23380	BOEING 7373B7				BATTERY CHARGER 110049	FAILED CABIN	2/1/98	USAASB98028
CLT - PILOT REPORTED, THE EMERGENCY EXIT LIGHTING AT THE FORWARD CABIN FLOOR SECTION WAS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY CHARGER ASSY. OPERATIONAL CHECK GOOD. (M)									
3350 AWXA	322AW 25400	BOEING 7373G7				POWER SUPPLY 033006	INOPERATIVE CABIN	2/18/98	AWXA9800056
EMERGENCY LIGHTS INOP AISLE 6, 7, 8, 9, AND 10. REPLACED FUSES IN POWER SUPPLY. STC NR SA3432NM.									
3350 SWAA	697SW 23838	BOEING 7373T0				BULB	FAILED CABIN	2/3/98	SWAA980137
DURING SCHEDULED D-CHECK, FOUND PSU EMERGENCY LIGHTS HAVE NUMEROUS INOP BULBS. RELAMPED LIGHTS PER BOEING MM.									
3350 SWAA	692SW 23062	BOEING 7373T5				BATTERY PACK 61228251	DISCHARGED CABIN	2/2/98	SWAA980134
DURING SCHEDULED RON CHECK, FOUND FWD EGRESS LIGHTS INOP. REMOVED AND REPLACED BATTERY PACK PER BOEING MM.									
3350 USAA	411US 23880	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN	1/23/98	USAASB98022
CLT - MAINTENANCE FOUND THE MID-CABIN EMERGENCY EXIT LIGHTS WEAK DURING OPERATIONAL CHECK OF EMERGENCY LIGHT SYSTEM. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 USAA	405US 23885	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN	1/22/98	USAASB98021
LGA - MAINTENANCE FOUND THE FORWARD ENTRY DOOR EXTERIOR EMERGENCY EXIT LIGHT AND THE LEFT AFT OVERWING EMERGNCY EXIT LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACKS AND CHARGER ASSEMBLIES. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	405US 23885	BOEING 737401				CHARGER 20121	INOPERATIVE CABIN	1/22/98	98ZZZM225
LGA - MAINTENANCE FOUND THE FORWARD ENTRY DOOR EXTERIOR EMERGENCY EXIT LIGHT AND THE LEFT AFT OVERWING EMERGNCY EXIT LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACKS AND CHARGER ASSEMBLIES. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	435US 24557	BOEING 7374B7				LIGHT 3114981	INOPERATIVE CABIN	1/27/98	USAASB98020
EWR - MAINTENANCE FOUND THE FORWARD GALLEY SERVICE DOOR EXTERIOR EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE LIGHT ASSEMBLY AND THE SEAL (P/N 31-1493-1). OPS CHECK GOOD PER MM 33-51-02. (M)									
3350 ASAA	780AS 25112	BOEING 7374Q8				BATTERY S283T0143	DISCHARGED CABIN	1/17/98	ASAA9840009
SEA - DURING MAINTENANCE CHECK, THE L2 DOOR EMERGENCY EXIT LIGHT WAS FOUND TO BE INOPERATIVE. REPLACED POWER SUPPLY AND LIGHT OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN	1/25/98	ASAA9840017
SEA - DURING MAINTENANCE CHECK, THE FORWARD AND AFT EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN	1/23/98	ASAA9840016
SEA - DURING MAINTENANCE CHECK, THE FORWARD TWO AND AFT THREE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									

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3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		1/21/98 ASAA9840011
PDX - DURING MAINTENANCE CHECK, THE FORWARD THREE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3423 SWAA	24SW 21535	BOEING 7372H4				COMPASS 1784460655	INOPERATIVE NR 2		2/2/98 SWAA980119
AFTER TAKEOFF, NR 2 COMPASS BECAME INOP. RETURNED TO DALLAS AND MADE AN UNEVENTFUL LANDING. REPAIRED PER BOEING MM.									
3610 P2EA	603DJ 19955	BOEING 737222				CLAMP BACC10DU350ABF	LOOSE NR 2 ENGINE		2/3/98 P2EA98022
DEN - FLT 604 - DEN-MCI - THE NR 2 ENGINE OVERHEAT LIGHT CAME ON INTERMITTENTLY WITH NO OTHER ABNORMAL INDICATIONS. THE CREW DECLARED AN EMERGENCY AND RETURNED TO DEN WHERE THE LANDING WAS UNEVENTFUL AT 2217Z. FRONTIER AIRLINES AN APPROVED CONTRACT MAINTENANCE PROVIDER FOR VANGUARD AIRLINES WAS DISPATCHED AND FOUND THE NR 2 ENGINE EIGHT STAGE CHECK VALVE CLAMP WORN AND LOOSE. THE CLAMP WAS CHANGED AND AN AIRCRAFT 'RUN AND LEAK CHECK' WAS PERFORMED WITH NO FURTHER PROBLEMS. AIRCRAFT RETURNED TO MCI WITHOUT FURTHER INCIDENT. (M)									
3610 USAA	443US 24842	BOEING 7374B7				HIGH STAGE VALVE 32144464	STICKING NR 1 ENGINE		1/5/98 USAASB98003
PIT - FLT 292 - PRIOR TO DEPART, CREW REPORTED A LOUD NOISE COMING FROM AIR CONDITIONING PACK. A/C WAS RELEASED WITH THE RT PACK ON MEL. THEN UPON CLIMB-OUT FROM PIT, A/C WAS UNABLE TO MAINTAIN PRESSURIZATION OFF THE LT PACK. A/C WOULD NOT PRESSURIZE IN AUTO, STANDBY OR MANUAL. OUTFLOW VALVE SHOWED FULL CLOSED BUT CABIN CLIMBED 1,500 FPM. CAPT ELECTED TO RETURN TO FIELD AT PIT. THE FLT LANDED W/O INCIDENT WITH NO EMERGENCY BEING DECLARED. MX REMOVED AND REPLACED LT ACM WITH NO HELP. FOUND THE LT ENG HIGH STAGE VALVE STICKING. REPLACED SAME ALONG WITH THE HIGH PRESSURE REGULATOR. OPS CHECK GOOD ALONG WITH ENGINE GROUND RUN. CLEARED RT PACK MEL BY REPLACING FROZEN RT ACM AND BROKEN SENSE LINE AT RT PAC									
5210 BJNA	457TM 20156	BOEING 737214				SNUBBER 90100722	MISINSTALLED PAX DOOR		2/2/98 BJNA980201
AIR LEAK IN L1 DOOR, GROUND PRESSURIZED AIRCRAFT. FOUND LOWER DOOR HINGE SNUBBER INSTALLED BACKWARDS. REPOSITIONED SNUBBER IAW BOEING MM CHAPTER 52-11-0 PAGE 406. REPLACED FLAPPER SEAL IAW STANDARD PRACTICES. OPS NORMAL. (M)									
5210 ASAA	745AS 20794	BOEING 737298C				MECHANISM	LACK OF LUBE L1 DOOR		1/12/98 ASAA9810006
ANC - PRIOR TO DEPARTURE, THE L1 DOOR WAS HARD TO CLOSE. LUBED ROLLERS AND DOOR HANDLE AND L1 DOOR OPERATED NORMALLY. (M)									
5210 USAA	269AU 22881	BOEING 7372B7				DOOR	FAILED PAX DOOR		1/22/98 USAASB98017
LGA - FLT 324 - DURING CLIMB-OUT OF LGA, AT APPROXIMATELY 17,200 FEET, A LOUD BANG WAS HEARD AROUND THE LEFT FORWARD ENTRY DOOR. PRESSURIZATION COULD NOT KEEP UP WITH THE AIRCRAFT. FLIGHT RETURNED TO FIELD AT LGA AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. UPON GATE ARRIVAL, CREW COULD NOT GET THE FORWRD ENTRY DOOR OPENED. PASSENGERS WERE DEPLANED VIA STAIRS THROUGH FORWARD RIGHT SERVICE DOOR. (M)									
5240 ASAA	765AS 25102	BOEING 7374Q8				RELEASE ASSY 69703751	INOPERATIVE R1 DOOR		1/19/98 ASAA9840010
PDX - DURING MAINTENANCE CHECK, THE THE R1 DOOR HOLD OPEN RELEASE ASSEMBLY WOULD NOT HOLD DOOR OPEN. REPLACED DOOR HOLD OPEN RELEASE ASSY, OPERATED NORMALLY. (M)									
5280 ZZDA	464AT 21278	BOEING 737200				ANGLE	BROKEN RT MLG DOOR		1/30/98 VJ9800011
RT MAIN LANDING GEAR ANGLE BROKEN AT AFT EYE BOLT HINGE POINT FOR OUTER DOOR. REPLACED ANGLE IAW SRM 57-15-2 AND 32-13-21.									

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5311 USAA	234US 22274	BOEING 737201				FRAME	CORRODED BS 787	46263	1/23/98 USAA980022
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND APPROX 2 INCH BY 2 INCH AREA OF CORROSION LOWER CHORD OF FRAME AT STATION 787 LEFT KEEL BEAM. INSTALLED REPAIR DOUBLER AND ATTACH ANGLES, REPAIRED PER SRM 53-10-4, FIG 9. CORROSION TASK NR C53-208-01, CORROSION LEVEL 2. (M)									
5311 USAA	234US 22274	BOEING 737201				FRAME	CORRODED BS 990	46263	1/23/98 USAA980032
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 1 INCH BY 1 INCH CORRODED AREA BS 990 WL 208 STRINGER 17R FRAME. INSTALLED FILLER AND DOUBLER, REPAIRED PER SRM 51-40-3. CORROSION TASK NR C53-107-07, CORROSION LEVEL 2. (M)									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	DENTED BS 827		2/5/98 SWAA980148
DURING SCHEDULED D-CHECK, FOUND DENT IN FRAME BS 827, LBL 28, WL 163. REPAIRED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 887		2/5/98 SWAA980163
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 887, BETWEEN STR 8 AND 9R. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 887		2/5/98 SWAA980162
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 887, BETWEEN STR 8 AND 9 LT. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 867		2/5/98 SWAA980161
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 867, BETWEEN STR 8 AND 9L. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 827		2/5/98 SWAA980160
DURING SCHEDULED D-CHECK, FOUND FRAME IS CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 827, BETWEEN STR 8 AND 9 RT. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 827		2/5/98 SWAA980159
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 827, BETWEEN STR 8 AND 9 LT. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 908		2/5/98 SWAA980164
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 908, BETWEEN STR 8 AND 9L. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	CRACKED BS 480		2/5/98 SWAA980158
DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT A/C OUTLET ASSY ATTACH BRACKET AT BS 480, BETWEEN STR 8 AND 9 RT. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	DENTED BS 867		2/4/98 SWAA980145
DURING SCHEDULED D-CHECK, FOUND DENT IN FRAME AT BS 867, RBL 31, WL 168. REPAIRED PER BOEING SRM.									
5311 SWAA	669SW 23752	BOEING 7373A4				FRAME	DENTED BS 787		2/4/98 SWAA980140
DURING SCHEDULED D-CHECK, FOUND DENT IN FRAME BS 787, RBL 27, WL 159. REPAIRED PER BOEING SRM.									

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5312 USAA	234US 22274	BOEING 737201				BULKHEAD WEB	CRACKED BS 178	46263	1/23/98 USAA980035
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 1 INCH CRACK BS 178 LBL 4.5 AT LOWER LEFT ANT MOUNT BULKHEAD WEB. STOP DRILLED, NDT INSPECTION AND INSTALLED FILLERS AND DOUBLER PER TR 53-10-11. (M)									
5312 SWAA	669SW 23752	BOEING 7373A4				BULKHEAD WEB	CRACKED BS 178		2/5/98 SWAA980151
DURING SCHEDULED D-CHECK, FOUND BULKHEAD WEB CRACKED AT BS 178, RBL 6.7, WL 202 TO 203. REPAIRED PER BOEING SRM.									
5312 SWAA	669SW 23752	BOEING 7373A4				BULKHEAD WEB	CRACKED BS 178		2/5/98 SWAA980146
DURING SCHEDULED D-CHECK, FOUND BULKHEAD WEB CRACKED AT BS 178, RBL 6.7, WL 209.75. REPAIRED PER BOEING SRM.									
5312 SWAA	669SW 23752	BOEING 7373A4				BULKHEAD	CRACKED BS 178		2/4/98 SWAA980139
DURING SCHEDULED D-CHECK, FOUND CRACKS ON BS 178 BULKHEAD AT WL 188, LBL 0.5 AND RBL 0.5. REPAIRED PER BOEING SRM.									
5312 SWAA	669SW 23752	BOEING 7373A4				BULKHEAD WEB	CRACKED BS 178		2/5/98 SWAA980150
DURING SCHEDULED D-CHECK, FOUND BULKHEAD WEB CRACKED AT BS 178, RBL 4.7, WL 199 TO 199.75 AND WL 201.5 TO 202.25. REPAIRED PER BOEING SRM.									
5312 SWAA	669SW 23752	BOEING 7373A4				BULKHEAD WEB	CRACKED BS 178		2/5/98 SWAA980149
DURING SCHEDULED D-CHECK, FOUND BULKHEAD WEB CRACKED AT BS 178, RBL 4.7, WL 201.75 TO 202.75. REPAIRED PER BOEING SRM.									
5313 USAA	234US 22274	BOEING 737201				STRINGER	CORRODED BS 907-927	46263	1/23/98 USAA980023
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 4 INCH BY 1 INCH CORRODED AREA BS 907 - BS 927, S27R STRINGER. SPLICED IN NEW SECTION OF STRINGER, REPAIRED PER SRM 53-10-3. CORROSION TASK NR C53-208-01, CORROSION LEVEL 2. (M)									
5313 USAA	234US 22274	BOEING 737201				STRINGER	CORRODED BS 907-927	46263	1/23/98 USAA980039
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND CORRODED AREA 20 INCHES BS 907-927 STRINGER 25L. INSTALLED STRINGER REPAIR SPLICE, REPAIRED PER SRM 53-10-3 FIG 1. (M)									
5313 USAA	234US 22274	BOEING 737201				STRINGER	CORRODED BS 968	46263	1/23/98 USAA980021
INT - DURING Q-6 CHECK VISUAL INSPECTION FOUND APPROX 2 INCH BY 2 INCH AREA CORRODED STRINGER 25L AT STATION 968. INSTALLED STRINGER SPLICE, REPAIRED PER SRM 53-10-3. CORROSION TASK NR C53-202-01, CORROSION LEVEL 2. (M)									
5313 USAA	234US 22274	BOEING 737201				STRINGER	CORRODED BS 344-348	46263	1/23/98 USAA980031
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 1 INCH BY 4 INCH CORRODED AREA BS 344 TO BS 348 STRINGER 25L. SPLICED IN NEW SECTION OF STRINGER, REPAIRED PER SRM 53-10-3. CORROSION TASK NR C53-202-01, CORROSION LEVEL 2. (M)									
5313 USAA	284AU 23131	BOEING 7372B7				STRINGER	CORRODED BS 967	37413	1/28/98 USAA980046
ROA - DURING CX-4 CHECK, FOUND 2 INCH BY 6 INCH CORROSION AT BS 967 STRINGER 26 LEFT. REMOVED CORROSION AND INSTALLED STRINGER SPLICE PER SRM 53-10-3 PAGE 3. (M)									

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5313 AWXA	158AW 23780	BOEING 7373G7				STRINGER BAC1498137	CRACKED BS 350/360		2/4/98 AWXA9800063
DURING SCHEDULED C-12 INSPECTION, FOUND CRACK IN STRINGER 14L AT BS 360 AND 350. REPAIRED PER SRM 51-70-13, 51-10-02 AND 51-40-02.									
5315 USAA	234US 22274	BOEING 737201				FLOORBEAM	CRACKED BS 520	46263	1/23/98 USAA980036
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 2 CRACKS, .5 INCH AND 1.5 INCHES LONG AT BS 520 RBL 45 FLOORBEAM. INSTALLED KIT, REPAIRED PER EA 43461. (M)									
5315 USAA	234US 22274	BOEING 737201				FLOORBEAM	CRACKED BS 520	46263	1/23/98 USAA980033
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK BS 520, LBL 24 FLOORBEAM. INSTALLED DOUBLER, REPAIRED PER EA 43461. (M)									
5315 USAA	234US 22274	BOEING 737201				FLOORBEAM	CRACKED BS 520	46263	1/23/98 USAA980040
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK FLOORBEAM BS 520, RBL 24. INSTALLED DOUBLER AND MOD REPAIRED PER EA 43461. (M)									
5315 AWXA	168AW 23629	BOEING 73733A				FLOORBEAM	CORRODED BS 344		1/15/98 AWXA9800046
DURING SCHEDULED C-12 INSPECTION, FOUND CORROSION AROUND NUT-PLATE HOLE STA 344, WL 208, LBL 10 ON FLOORBEAM. REMOVED DAMAGED PORTION OF TOP CHORD FROM LBL 8.5 TO LBL 11, WL 208, STA 344 AND REPAIRED BEAM PER SRM 53-10-51, PAGES 224 - 228.									
5315 SWAA	669SW 23752	BOEING 7373A4				FLOORBEAM	CORRODED BS 727-947		2/4/98 SWAA980142
DURING SCHEDULED D-CHECK, FOUND CARGO FLOORBEAM HAS CORROSION AROUND NUT PLATE LOCATIONS, BS 727 TO 947, LBL 2.5, WL 158. REMOVED AND REPLACED PER BOEING SRM.									
5315 SWAA	669SW 23752	BOEING 7373A4				FLOORBEAM	CORRODED BS 727-947		2/4/98 SWAA980143
DURING SCHEDULED D-CHECK, FOUND CARGO FLOORBEAM CORROSION AROUND NUT PLATE LOCATIONS, BS 727 TO 947, RBL 7.5, WL 158. REMOVED FLOORBEAM AND INSTALLED NEW FLOORBEAM PER BOEING SRM.									
5315 SWAA	697SW 23838	BOEING 7373T0				FLOORBEAM	CORRODED BS 986.5		2/3/98 SWAA980136
DURING SCHEDULED D-CHECK, FOUND CORROSION AT FLOORBEAM BS 986.5 RBL 22 TO 40 WL 208.1. REMOVED AND REPLACED UPPER CHORD AND SPLICE ANGLES PER BOEING SRM.									
5320 ZZDA	464AT 21278	BOEING 737200				ANGLE	CORRODED BS 777-857		1/31/98 VJ9800012
AFT BAGGAGE COMPARTMENT FS 857 TO 777 FLOOR SUPPORT ALONG STR 26L CORROSION OUT OF LIMITS. REMOVED DAMAGED SUPPORT SECTION AND REPLACED WITH A NEW SECTION IAW SRM 53-10-2.									
5320 USAA	234US 22274	BOEING 737201				CLIP	CORRODED BS 345-363	46263	1/23/98 USAA980027
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND CORRODED AREA E/E BS 345 TO BS 363 STRINGER AND TIE CLIP. INSTALLED STRINGER SPLICE REPAIR AND REPLACED TIE CLIP PER DRAWING 69-46831-1 AND SRM 53-10-3. CORROSION TASK NR C53-202-01, CORROSION LEVEL 2. (M)									
5320 USAA	234US 22274	BOEING 737201				FRAME	CRACKED FWD DOORWAY	46263	1/23/98 USAA980034
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .375 INCH CRACK FORWARD DOOR FRAME AT UPPER HINGE CUTOUT. STOP DRILLED CRACK, NDT INSPECTION, INSTALLED REPAIR DOUBLER, REPIRED PER SRM 51-40-3 FIG 1. (M)									

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5320 USAA	234US 22274	BOEING 737201				CHORD	CRACKED BS 727	46263	1/23/98 USAA980037
INT - DURING Q-6 CHECK EDDY CURRENT INSPECTION, FOUND .25 INCH CRACK BS 727 RT STRINGER 18A FORWARD FASTENER HOLE CRACKED FORWARD FLANGE OF OUTBOARD CHORD. INSTALLED CHORD KIT, REPAIRED PER EA 5394GO68 CARD NR 2-21-93834. (M)									
5320 DALA	326DL 23098	BOEING 737232				INTERCOSTAL	CRACKED BS 338		2/23/98 DL73K980450
DURING INSPECTION PER SI3-55852-12AD, THE R1 DOOR AFT FRAME INTERCOSTALS BETWEEN FS 332 AND 344 WERE FOUND CRACKED AT TWO LOCATIONS, AT STG 8A AND 11. REPAIRED PER ERA 331396-14AD.									
5320 SWAA	103SW 23109	BOEING 7372H4				ANGLE	CRACKED FWD DOORWAY		2/10/98 SWAA980126
DURING SCHEDULED C3 CHECK, FOUND 1 CRACK IN ANGLE AT FWD LOWER CORNER OF DOOR FRAME. REPAIRED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				TIE STRAP	CORRODED BS 774-858		2/4/98 SWAA980141
DURING SCHEDULED D-CHECK, FOUND CORROSION ON PRIMARY SILL WEB TIE STRAP BS 774 TO 858, RBL 19, WL 164. REPAIRED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				STRAP	CORRODED BS 1016, 1014		2/5/98 SWAA980165
DURING SCHEDULED D-CHECK, FOUND CORROSION ON FLOOR SUPPORT STRAP AT BS 1016, 1014 AND 1006 LBL 2.5 AND 7.5, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				WEB	CORRODED BS 847-867		2/4/98 SWAA980144
DURING SCHEDULED D-CHECK, FOUND VERTICAL SUPPORT WEB HAS CORROSION AT BS 847 TO 867, RBL 18.5, WL 163 IS OUT OF LIMITS. REMOVED AND REPLACED WEB PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				WEB	CORRODED BS 767-787		2/5/98 SWAA980147
DURING SCHEDULED D-CHECK, FOUND CORROSION ON VERTICAL SUPPORT WEB BS 767 TO 787, RBL 20, WL 156. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				BEAM	CORRODED BS 794.5		2/5/98 SWAA980169
DURING SCHEDULED D-CHECK, FOUND CORROSION ON CREASE BEAM WEB AT BS 794.5, RBL 67, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				ANGLE	CRACKED BS 569		2/5/98 SWAA980152
DURING SCHEDULED D-CHECK, FOUND RT SKATE ANGLE CRACKED AT BS 569, RBL 48, WL 173. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				BEAM	CORRODED BS 668		2/5/98 SWAA980167
DURING SCHEDULED D-CHECK, FOUND CORROSION ON O/B CREASE BEAM CHORD AT BS 668, LBL 70, WL 209. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				ANGLE	CRACKED BS 294		2/5/98 SWAA980153
DURING SCHEDULED D-CHECK, FOUND ANGLE CRACKED AT BS 294 AT STR 23 LT. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				BEAM	CORRODED BS 701/703		2/5/98 SWAA980166
DURING SCHEDULED D-CHECK, FOUND CORROSION ON CREASE BEAM WEB AT BS 701 AND 703, RBL 70, WL 208. REMOVED AND REPLACED PER BOEING SRM.									

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5320 SWAA	669SW 23752	BOEING 7373A4				WEB	DENTED BS 1106-1138		2/5/98 SWAA980154
DURING SCHEDULED D-CHECK, FOUND WEB WITH NUMEROUS DENTS AT BS 1106 TO 1138, RBL 15 TO RBL 30, WL 248. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				WEB	DAMAGED BS 1106-1150		2/5/98 SWAA980155
DURING SCHEDULED D-CHECK, FOUND WEB WITH NUMEROUS DENTS AT BS 1106 TO 1150, LBL 15 TO 32, WL 248. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				WEB	DENTED BS 802		2/5/98 SWAA980156
DURING SCHEDULED D-CHECK, FOUND SUB THRESHOLD SUPPORT WEB DENTED AT BS 802, RBL 20, WL 158. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	669SW 23752	BOEING 7373A4				BEAM	CORRODED BS 699		2/5/98 SWAA980168
DURING SCHEDULED D-CHECK, FOUND CORROSION ON CREASE BEAM WEB AT BS 699, LBL 70, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 AWXA	158AW 23780	BOEING 7373G7				FRAME 65458076	CRACKED GALLEY DOORWAY		2/5/98 AWXA9800065
DURING SCHEDULED C-12 INSPECTION, FOUND INDICATION OF A CRACK AT FWD GALLEY DOOR FWD FUSELAGE FRAME AT NR 1 STOP PAD FITTING. REMOVED AND REPLACED FRAME STUB PER SRM 51-40-02, 51-20-05 AND 51-03-01.									
5320 AWXA	158AW 23780	BOEING 7373G7				SILL 6517688U180	CORRODED BS 307-353		2/4/98 AWXA9800062
DURING SCHEDULED C-12 INSPECTION, FOUND NUMEROUS SPOTS OF CORROSION ON FWD ENTRY DOOR MOPSILL (CREASE BEAM) BS 307 TO 353. REMOVED AND REPLACED MOPSILL (CREASE BEAM) FROM BS 307 TO BS 353, WL 208, LBL 55 PER SRM 51-40-02.									
5320 SWAA	697SW 23838	BOEING 7373T0				STRAP	DAMAGED BS 328		1/29/98 SWAA980128
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM STABILIZER STRAP DAMAGE AT BS 328, RBL 32, WL 200. REPAIRED PER BOEING SRM.									
5320 SWAA	697SW 23838	BOEING 7373T0				BEAM	CORRODED BS 390		1/30/98 SWAA980129
DURING SCHEDULED D-CHECK, FOUND CORROSION ON CREASE BEAM WEB AT BS 390 RBL 65 WL 208. REPAIRED PER BOEING SRM.									
5330 USAA	229US 21818	BOEING 737201				SKIN	CORRODED BS 800/810	48864	1/31/98 USAA980053
INT - DURING 1/2C-CHECK, FOUND 2 INCH BY 4 INCH BULGE AT BS 800 AND 2 INCH BY 3 INCH BULGE AT BS 810 SKIN BETWEEN STRINGER 26R AND STRINGER 27R. REMOVED CORROSION AND INSTALLED REPAIRS PER SRM 51-40-3 AND BAC DWG 65-46551. (M)									
5330 USAA	229US 21818	BOEING 737201				SKIN	CRACKED BS 945	48864	1/31/98 USAA980045
ROA - DURING CX-6 CHECK VISUAL/EDDY CURRENT INSPECTION, FOUND .625 INCH CRACK BS 945 STRINGER 24L FUSELAGE SKIN. REMOVED CRACK AND INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 3. (M)									
5330 USAA	229US 21818	BOEING 737201				SKIN	CORRODED BS 727	48864	1/31/98 USAA980052
INT - DURING 1/2C-CHECK, FOUND 4 INCH BY 20 INCH SKIN BULGES AT RIGHT KEEL BEAM SPLICE AT BS 727 THROUGH BS 727A. CUT OUT FUSELAGE SKIN TO GAIN ACCESS TO KEEL BEAM, BLENDED OUT CORROSION, VERIFIED NO CRACKS AND INSTALLED REPAIR PER EA 43596. (M)									

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5330 USAA	234US 22274	BOEING 737201				SKIN	CRACKED SERVICE DOORWAY	46263	1/23/98 USAA980026
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND CRACK .5 INCH AFT SERVICE DOOR CUTOUT UPPER HINGE, UPPER FORWARD END SKIN. INSTALLED DOUBLERS, REPAIRED PER EA 43495. (M)									
5330 USAA	234US 22274	BOEING 737201				SKIN	CORRODED BS 727	46263	1/23/98 USAA980038
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 10 INCH BY 5 INCH SKIN BULGED FUSELAGE SKIN BS 727, STRINGER 27L, STRINGER 27R BELLY. INSTALLED DOUBLER AND FILLERS, REPAIRED PER SRM 53-30-3 FIG 1. (M)									
5330 USAA	234US 22274	BOEING 737201				SKIN	DAMAGED BS 947	46263	1/23/98 USAA980025
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND PREVIOUS DOUBLER STATION 947 STRINGER 20L TO STRINGER 21L SKIN. INSTALLED EXT SKIN REPAIR, REPAIRED PER EA 43493. (M)									
5330 USAA	234US 22274	BOEING 737201				SKIN	CRACKED BS 727	46263	1/23/98 USAA980030
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 7 INCH CRACK, TWO 3.5 INCH CRACKS IN FUSELAGE SKIN AT BS 727 A PLUS 3, TO BS 727B BETWEEN STRINGER 18 AND STRINGER 19 ON LEFT SIDE. INSTALLED DOUBLER, REPAIRED PR SRM 53-30-3. (M)									
5330 USAA	235US 22275	BOEING 737201				SKIN	CRACKED BS 945	45591	1/16/98 USAA980016
ROA - DURING CX-2 CHECK VISUAL INSPECTION, FOUND 1.25 INCH CRACK STRINGER 24L, STATION 945 SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3. (M)									
5330 USAA	235US 22275	BOEING 737201				SKIN	CRACKED ENTRY DOORWAY	45591	1/16/98 USAA980017
ROA - DURING CX-2 CHECK VISUAL INSPECTION, FOUND 1.5 INCH CRACK FORWARD ENTRY DOOR CUTOUT AFT LOWER CORNER SKIN. DOUBLER REPAIR INSTALLED, REPAIRED PER EA 61143. (M)									
5330 USAA	248US 22755	BOEING 737201				SKIN	CRACKED BS 767	41734	1/28/98 USAA980047
CLT - DURING VISUAL AND EDDY CURRENT INSPECTION, FOUND A 1.1 INCH CRACK AT A PREVIOUS REPAIRED AREA FWD ADN AFT BS 767 STRINGER 18L ON THE SKIN. FWD AREA CUTOUT 6 INCH BY 6 INCH AFT AREA 4 INCH BY 2 INCH CUTOUT. INSTALLED DOUBLER PER REPAIR DOCUMENT SRM 53-30-3 FIG 17. (M)									
5330 USAA	249US 22756	BOEING 737201				SKIN	CRACKED BS 727	40953	1/26/98 USAA980041
ROA - DURING CX-3 CHECK, FOUND .375 INCH CRACK ON FUSELAGE SKIN AT BS 727 A PLUS 12 STRINGER 18 RT. INSTALLED DOUBLER PER SRM 53-30-3 FIGURE 1. (M)									
5330 USAA	249US 22756	BOEING 737201				SKIN	CRACKED BS 750	40953	1/26/98 USAA980043
ROA - DURING CX-3 CHECK, FOUND .75 INCH CRACK ON FUSELAGE SKIN AT BS 750 STRINGER 18 LEFT. DETECTED BY VISUAL/EDDY CURRENT. INSTALLED DOUBLER PER SRM 53-30-3 FIGURE 1. (M)									
5330 USAA	249US 22756	BOEING 737201				SKIN	CRACKED BS 727	40953	1/26/98 USAA980042
ROA - DURING CX-3 CHECK, FOUND 1 INCH CRACK ON FUSELAGE SKIN AT BS 727 PLUS B PLUS 10 STRINGER 17 RIGHT. DETECTED BY VISUAL/EDDY CURRENT. INSTALLED DOUBLER PER SRM 53-30-3 FIGURE 1. (M)									
5330 USAA	249US 22756	BOEING 737201				SKIN	CRACKED BS 750	40953	1/26/98 USAA980018
ROA - DURING CX-3 CHECK VISUAL INSPECTION, FOUND .3125 INCH CRACK BS 750 STRINGER 19R FUSELAGE SKIN. INSTALLED DOUBLER PER SRM 53-30-3 FIG 1. (M)									

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5330 SWAA	24SW 21535	BOEING 7372H4				SKIN	CRACKED BS 915-947		2/2/98 SWAA980118
DURING SCHEDULED SERVICE CHECK, FOUND NUMEROUS FASTENER HOLES CRACKED STR 4L BS 915 TO 947. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	130SW 22699	BOEING 7372T4				SKIN	CRACKED BS 996		2/11/98 SWAA980122
DURING SCHEDULED RON CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 996, UNDER STR 20L APPROX 2.5 IN LENGTH. REPAIRED PER BOEING SRM.									
5330 SWAA	676SW 23288	BOEING 7373A4				SKIN	CRACKED FUSELAGE		1/30/98 SWAA980130
DURING SCHEDULED C3 CHECK, FOUND A .156 INCH LONG CRACK IN FUSELAGE SKIN AT L2 DOOR AT UPPER HINGE CUTOUT. REPAIRED PER SWA RA 1-353-1764.									
5330 SWAA	669SW 23752	BOEING 7373A4				SKIN	CRACKED BS 328		2/5/98 SWAA980157
DURING SCHEDULED D-CHECK, FOUND CRACK INDICATION ON FUSELAGE SKIN AT BS 328, RBL 65, WL 211. REMOVED AND REPLACED PER BOEING SRM.									
5330 AWXA	158AW 23780	BOEING 7373G7				SKIN	CRACKED BS 329		2/5/98 AWXA9800061
DURING SCHEDULED C-12 INSPECTION, FOUND CRACK INDICATION AT FWD GALLEY DOORWAY LOWER AFT CORNER, BS 329, WL 209, BETWEEN STR 17 AND 18. REPAIRED FWD GALLEY DOORWAY LOWER AFT CORNER CRACKED CONDITION PER SRM 53-10-01.									
5330 AWXA	158AW 23780	BOEING 7373G7				SKIN	DAMAGED BS 520		2/5/98 AWXA9800066
DURING SCHEDULED C-12 INSPECTION, FOUND DAMAGED EXTERNAL SKIN AROUND GROUND AIR SERVICE DOOR (2 AREAS MARKED) BL 0, BS 520, WL 148.5. REPAIRED PER ER 3-53-33-21.									
5330 SWAA	312SW 23334	BOEING 7373H4				SKIN	CRACKED FUSELAGE		1/30/98 SWAA980127
DURING SCHEDULED C4 CHECK, FOUND FUSELAGE OUTER SKIN CRACKED AT LOWER HINGE RADIUS OF AFT SERVICE DOOR UNDER PRODUCTION LAP JOINT DOUBLER. REPAIRED PER BOEING SRM.									
5330 SWAA	356SW 25251	BOEING 7373H4				SKIN	CRACKED PAX DOORWAY		2/2/98 SWAA980132
DURING SCHEDULED RON CHECK, FOUND FUSELAGE SKIN CRACKED AT FWD ENTRY DOOR UPPER HINGE CUTOUT. REPAIRED PER SWA RA 1-363-11763.									
5330 SWAA	697SW 23838	BOEING 7373T0				SKIN	DENTED BS 444		2/3/98 SWAA980138
DURING SCHEDULED D-CHECK, FOUND DENT IN SKIN AT BS 444, STR 26R. REPAIRED PER BOEING SRM.									
5347 AWXA	158AW 23780	BOEING 7373G7				SEAT TRACK BAC1520841	CORRODED BS 701-727		1/29/98 AWXA9800064
DURING SCHEDULED C-12 INSPECTION, FOUND CORROSION ON SEAT TRACK BS 727, RBL 45, WL 208. REMOVED AND REPLACED SEAT TRACK FROM 701 TO 727 + 9 PER SRM 53-00-52.									
5511 USAA	234US 22274	BOEING 737201				SPAR LUG	CORRODED RT HORIZ STAB	46263	1/23/98 USAA980028
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .125 INCH BY 1 INCH CORRODED AREA CENTER SECTION FRONT SPAR CLEVIS LUG BORE RT LOWER HORIZONTAL STABILIZER. INSTALLED OVERSIZED BUSHINGS, REPAIRED PER EA 43494. (M)									

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5511 USAA	234US 22274	BOEING 737201				SPAR	CORRODED LT HORIZ STAB	46263	1/23/98 USAA980019
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .125 INCH BY 1 INCH CORRODED AREA CENTER SECTION SPAR CLEVIS LUG LEFT UPPER HORIZONTAL STABILIZER. INSTALLED OVERSIZED BUSHING, REPAIRED PER EA 43494. (M)									
5511 USAA	234US 22274	BOEING 737201				SPAR LUG	CORRODED LT HORIZ STAB	46263	1/23/98 USAA980029
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .125 INCH BY 1 INCH CORRODED AREA CENTER SECTION FRONT SPAR CLEVEIS LUG BORE LEFT HORIZONTAL LOWER STABILIZER. INSTALLED OVERSIZED BUSHINGS, REPAIRED PER EA 43494. (M)									
5511 USAA	234US 22274	BOEING 737201				SPAR	CORRODED RT HORIZ STAB	46263	1/23/98 USAA980024
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND 1 INCH BY .125 INCH CORRODED AREA RT HORIZONTAL STABILIZER UPPER OUTBOARD REAR SPAR TERMINAL LUG. INSTALLED OVERSIZED BUSHING, REPAIRED PER EA 43472. (M)									
5511 USAA	234US 22274	BOEING 737201				SPAR	CORRODED RT HORIZ STAB	46263	1/23/98 USAA980020
INT - DURING Q-6 CHECK VISUAL INSPECTION, FOUND .125 INCH BY 1 INCH CORRODED AREA CENTER SECTION FRONT SPAR CLEVIS LUG BORE RT HORIZONTAL UPPER STABILIZER. INSTALLED OVERSIZED BUSHING, REPAIRED PER 43494. (M)									
5511 SWAA	697SW 23838	BOEING 7373T0				SUPPORT	DAMAGED HORIZ STAB		2/2/98 SWAA980135
DURING SCHEDULED D-CHECK, FOUND RT STAB RIB AT STAB STA 129.5 HAD GOUGED L-ANGLE SUPPORT. REMOVED AND REPLACED RIB PER BOEING SRM.									
5610 USAA	236US 22352	BOEING 737201				WINDSHIELD 5893543110	DEFECTIVE RT COCKPIT	14794	1/30/98 USAASB98025
ORF - FLT 1279 - CAPT REPORTED VIA ACARS THAT FLIGHT WAS RETURNING TO FIELD AT ORF DUE TO A LOUD AIRLEAK COMING FROM THE F/O'S WINDSHIELD. NOISE WAS TOO LOUD TO COMMUNICATE IN COCKPIT. CLIMBED TO 5,000 FEET TO SEE IF THERE WOULD BE ANY CHANGE, BUT NOISE GOT WORSE. FLIGHT RETURNED TO FIELD AT ORF AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE F/O'S FORWARD WINDSHIELD IN ASSOCIATION WITH MM. PRESSURIZED AIRCRAFT. NO LEAKS NOTED. (M)									
5610 UALA	316UA 23948	BOEING 737322	GE CFM56*			WINDSHIELD 5893543109	CRACKED NR 1		11/14/97 97UAL900825
PILOT'S NUMBER ONE WINDOW HAS SPIDER CRACKS. *S/D* REPLACED PILOT'S NUMBER ONE WINDOW (S/N 97175H8958-484) AND SET TAP SETTINGS. REPLACED P5-9 MODULE AND WINDOW HEAT CONTROLLER.									
7230 SWAA	695SW 23506	BOEING 7373Q8	CFMINT CFM563B2			FAN BLADES 1590M2P01	BENT NR 1 ENGINE		1/30/98 SWAA980131
DURING TAKEOFF AT GEAR RETRACTION NOTICED LOUD AIR NOISE AND VIBRATION ON NR 1 ENGINE. RETURNED TO PVD AND MADE AN UNEVENTFUL LANDING. INSPECTED ENG, FOUND THREE FAN BLADES BENT DUE TO BIRD STRIKE. REPLACED FAN SET OF BLADES PER BOEING MM.									
7711 USAA	280AU 22892	BOEING 7372B7				EPR INDICATION	MALFUNCTIONED NR 2 ENGINE		2/4/98 USAASB98030
MCI - FLT 878 - FLT RETURNED FIELD AT MCI DUE TO NR 2 ENGINE APPEARED TO LOSE POWER. INDICATION SHOWED INCREASING EGT AND DECREASING EPR. FLIGHT LANDED WITHOUT FURTHER INCIDENT AND TAXIED TO THE GATE. NO EMERGENCY WAS DECLARED. MAINTENANCE VISUALLY INSPECTED THE NR 2 ENGINE INLET AND EXHAUST. NO DISCREPANCIES NOTED. ACCOMPLISHED POWER RUNUP WITH CREW. ALL ENGINE PARAMETERS AND INDICATIONS WITHIN LIMITS. (M)									

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7933 USAA	573US 23560	BOEING 737301				OIL TEMP IND 162BL804A	FAILED NR 1 ENGINE		1/27/98 USAASB98024
TPA - FLT 61 - DURNG CRUISE FLT, CAPT NOTICED THE NR 1 ENG OIL TEMP GAUGE WAS AT THE RED LINE. CAPT REDUCED POWER AND THE OIL TEMP DROPPED IN THE YELLOW. AT IDLE, TEMP REMAINED IN YELLOW FOR 10 MIN AND THEN DROPPED TO TOP OF GREEN BAND. AN EMERGENCY WAS DECLARED AND THE FLT DIVERTED TO TPA AND LANDED W/O FURTHER INCIDENT. UPON LANDING AND TAXIING TO THE GATE, OIL TEMP REMAINED IN THE UPPER GREEN RANGE. THE NR 1 ENG WAS NOT SHUT DOWN IN FLT. MX REMOVED AND REPLACED THE NR 1 ENG OIL TEMP INDICATOR AND OIL TEMP BULB. OIL QTY AND CHIP DETECTORS WERE CHECKED AND FOUND GOOD. RAN ENGINE. OIL TEMP NORMAL. OPS CHECK AND LEAK CHECK GOOD. (M)									
7933 USAA	573US 23560	BOEING 737301				OIL TEMP BULB 1122514	FAILED NR 1 ENGINE		1/27/98 98ZZM226
TPA - FLT 61 - DURNG CRUISE FLT, CAPT NOTICED THE NR 1 ENG OIL TEMP GAUGE WAS AT THE RED LINE. CAPT REDUCED POWER AND THE OIL TEMP DROPPED IN THE YELLOW. AT IDLE, TEMP REMAINED IN YELLOW FOR 10 MIN AND THEN DROPPED TO TOP OF GREEN BAND. AN EMERGENCY WAS DECLARED AND THE FLT DIVERTED TO TPA AND LANDED W/O FURTHER INCIDENT. UPON LANDING AND TAXIING TO THE GATE, OIL TEMP REMAINED IN THE UPPER GREEN RANGE. THE NR 1 ENG WAS NOT SHUT DOWN IN FLT. MX REMOVED AND REPLACED THE NR 1 ENG OIL TEMP INDICATOR AND OIL TEMP BULB. OIL QTY AND CHIP DETECTORS WERE CHECKED AND FOUND GOOD. RAN ENGINE. OIL TEMP NORMAL. OPS CHECK AND LEAK CHECK GOOD. (M)									
2120 EIAA	479EV 19898	BOEING 747132				AIR DISTRIBUTION COCKPIT	FUMES COCKPIT		1/26/98 EIAA98003
HKG - FUEL FUMES IN COCKPIT IMMEDIATELY AFTER ROTATION, LASTED 10 MINUTES, PACKS OFF. INSPECTED ACM'S COMPARTMENT, WINGS AND APU AREA. NO FUEL LEAK EVIDENCE FOUND. (M)									
2410 NWAA	635US 21682	BOEING 747227B				CSD 705117A	FAILED NR 1 ENGINE	50364 11329	2/19/98 9803126635
DURING CRUISE, THE NR 1 ENGINE CONSTANT SPEED DRIVE OIL PRESSURE LIGHT ILLUMINATED. SHUT DOWN NR 1 ENGINE DUE TO AN UNSUCCESSFUL ATTEMPT TO DISCONNECT THE CONSTANT SPEED DRIVE. AIRCRAFT DIVERTED TO MNL AND LANDED WITHOUT INCIDENT. REPLACED THE NR 1 ENGINE CONSTANT SPEED DRIVE, OPERATIONAL CHECK GOOD.									
2410 UALA	163UA 21353	BOEING 747238B	PWA JT9D7J			CSD	FAILED NR 1 ENGINE		10/31/97 97UAL900803
DURING FLIGHT, NR 1 ENGINE CSD OUT TEMP PEGGED FULL HOT. COULD NOT DISCONNECT CSD. SHUT DOWN NR 1 ENGINE AND DIVERTED TO DEN.									
2565 TWRA	609FF 20354	BOEING 747121				SLIDE D30441103	BROKEN 5L DOOR		2/4/98 TWRA9806
DURING SCHEDULED SLIDE DEPLOYMENT AT 5L DOOR, SLIDE FAILED TO DEPLOY. ON INVESTIGATION FOUND LEFT SIDE RELEASE CABLE WOULD NOT PULL PIN OUT OF THE PACKBOARD DUE TO THREADER STRAP BROKEN OFF FROM CABLE. SLIDE WAS REPLACED. (M)									
2612 IPXA	676UP 20101	BOEING 747123F				FIRE CARD	LOOSE E/E COMPT		2/18/98 UPS98425814
IN FLIGHT TRANSIT MASTER FIRE WARNING LIGHT (FLASHED THREE). NO OTHER INDICATIONS. LIGHT TEST GOOD. RERACKED FIRE WARNING CARDS, OPS CK GOOD PER M/M 26-11-00 AND 26-15 -00, 26-14-00, 26-16-00. OK FOR SERVICE.									
2730 EIAA	481EV 19896	BOEING 747132				PCU 936005009	FAILED RT ELEV		1/28/98 EIAA98004
JFK - DURING CLIMB THROUGH FL300 WITH AUTOPILOT OFF, EXPERIENCED A SHARP NOSE UP JERKING MOTION. LEFT ELEVATOR POSITION INDICATOR INDICATING UP AND DOWN DEFLECTIONS. POSITIONED HYDRAULIC SYSTEM IN FLIGHT CONDITION. HYDRAULIC POWER SWITCH TO CLOSED, THE UNUSUAL MOTION STOPPED. REMOVED AND REPLACED RIGHT INBOARD ELEVATOR POWER CONTROL PACK PER MM 27-31-07, OPS CHECK GOOD. (M)									

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3260 CKSA	707CK 21541	BOEING 747269B				CLAMP	MISINSTALLED LT MLG	2/9/98	CKSA98019
AFTER T/O, MLG LEVER LOCK WOULD NOT RETRACT. ACCOMP ABNORMAL CHECKLIST, FOUND BOTH PRIMARY AND ALT WING GEAR TILT LIGHTS ILLUM. CYCLED PRIM DIS AND CONT L/G CB, MLG LEVER LOCK RETRACTED. WING GEAR PRI TILT LIGHT EXTINGUISHED AND GEAR RETRACTED. APPROX 10 MIN AFTER GEAR RETRACTION MLG LOCK MOVED OUT OF STOWED POSITION AND BOTH PRI AND ALT WING GEAR TILT LIGHTS WERE ILLUMINATED WHEN TESTED. APPROX 1.5 HRS INTO FLIGHT W/O ANY INPUT THE MLG LOCK RETRACTED AND PRI WING GEAR TILT LIGHT EXTINGUISHED. FOUND INCORRECTLY INSTALLED ADEL CLAMP IN J BOX, CORRECTED CLAMP INSTALLATION. TESTED SYSTEM, FUNCTIONING NORMAL.									
3350 IPXA	672UP 20324	BOEING 747123				BATTERY PACK	DISCHARGED CABIN	2/24/98	UPS98425886
INSPECTION TYPE-N/A, CREW UPPER DECK EMERGENCY DOOR UPPER DOOR FRAME LIGHTS INOP. REMOVED AND REPLACED BATTERY PACK, OPS CHECK GOOD.									
3350 NWAA	661US 23719	BOEING 747451				LIGHTS	INOPERATIVE CABIN	2/15/98	9802816301
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ZONES D THRU E. RECONNECTED LIGHT, OPERATIONAL CHECK GOOD.									
3350 NWAA	665US 23820	BOEING 747451				WIRES	LOOSE CABIN	2/17/98	9802806305
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 25R TO 30R, 51L TO 55L, AND AT DOOR 3L. RECONNECTED WIRES, OPERATIONAL CHECK GOOD.									
5313 NWAA	613US 20358	BOEING 747251B				LONGERON	CRACKED BS 1740	1/29/98	9802996613
DURING PERIODIC CHECK, FOUND CRACK IN STR 42L AT FS 1740. REPAIRED PER EA 66-155129.									
5320 P5CA	3203Y 19751	BOEING 747128				STIFFENER	CRACKED BS 1000	2/18/98	P5CA9800242
FUSELAGE KEEL BOX ATTACH VERTICAL STIFFENER FOUND CRACKED AT BS 1000. STIFFENER REPAIRED AS PER SRM 51-10-01.									
5320 P5CA	3203Y 19751	BOEING 747128				SUPPORT	CORRODED BS 1620	2/18/98	P5CA9800244
FUSELAGE BODY FAIRING SUPPORT FOUND SLIGHT CORROSION AT BS 1620 LBL 0 TO 60. CORROSION REMOVED AND TREATED PER SRM 51-10-01 AND 51-10-02. REPAIRED PER SRM 53-50-04.									
5320 P5CA	3203Y 19751	BOEING 747128				WEB	CORROSION BS 1241	2/18/98	P5CA9800240
LEVEL 1 CORROSION FOUND LT W/G W/W INBD WEB AT STA 1241 WL 155. REMOVED AND TREATED AS PER SRM 5110-01, 51-10-02. BLEND OUT AND REPAIRED PER SRM 51-40-04.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION BS 1620-1680	2/18/98	P5CA9800243
LEVEL 1 CORROSION FUSELAGE SKIN AT BS 1620 TO 1680 STR 40L STR 43R. CORROSION REMOVED AND TREATED PER SRM 51-10-01, 51-10-02 BLEND OUT WITHIN SRM LIMIT PER SRM 53-30-01.									
5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CORROSION BS 2355	2/18/98	P5CA9800239
LEVEL 1 CORROSION FOUND ON FUSELAGE SKIN BS 2355 TO 2365 STR 46L TO 46R. REMOVED CORROSION AND TREATED PER SRM 51-10-01 AND 51-10-02 BLEND OUT WITHIN SRM LIMIT 53-30-01.									

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5330 P5CA	3203Y 19751	BOEING 747128				SKIN	CRACKED BS 785		2/18/98 P5CA9800241
ONE EACH CRACK FOUND ON THE FASTENER HOLE OF SKIN LONGITUDINAL LAP SPLICE AT BS 785 STR 392 OUTER SKIN AREA RUNNING FORWARD APPROX 0.51 LONG. RT STR 382 LAP REPAIRED AS PER SRM 53-30-03 FIG 17.									
7110 EIAA	481EV 19896	BOEING 747132				COWLING	MISSING NR 4 ENGINE		2/3/98 EIAA98006
HNL - ON POST FLIGHT AT HNL, FOUND FAN COWLING MISSING, AND OTHER SHEET METAL DAMAGE TO NR 4 ENGINE. (M)									
7230 NWAA	614US 20359	BOEING 747251B	PWA JT9D7F			COMPRESSOR	STALLED NR 4 ENGINE		2/14/98 9803156614
AFTER LANDING AND JUST AFTER STOWING THE THRUST REVERSERS, THE CREW NOTED THE LOW OIL PRESSURE WARNING LIGHT ON AND EGT INDICATION ABOVE REDLINE FOR THE NR 4 ENGINE. THE ENGINE WAS SHUT DOWN AFTER REACHING A MAX EGT OF 1132C FOR 73 SECONDS. MAINTENANCE REPLACED THE ENGINE FOR OVERTEMP. EXACT PART CAUSING THE COMPRESSOR STALL TO BE DETERMINED.									
7321 NWAA	611US 20356	BOEING 747251B	PWA JT9D7J			FUEL CONTROL 7590001	FAILED NR 4 ENGINE	70850 4983	2/18/98 9803166611
ON TAKEOFF ROLL, THE NR 4 ENGINE WOULD NOT PRODUCE TAKEOFF EPR WITH THE THRUST LEVER AT THE MECHANICAL STOP. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REPLACED THE FUEL CONTROL AND THE FOLLOW-UP ENGINE RUN WAS NORMAL.									
8012 NWAA	616US 21120	BOEING 747251F	PWA JT9D7J			START VALVE	FAILED NR 3 ENGINE		2/18/98 9803146716
DURING CLIMB, THE NR 3 START VALVE LIGHT ILLUMINATED. THE ENGINE WAS SHUT DOWN AND THE AIRCRAFT RETURNED TO NRT. MAINTENANCE CHANGED THE START VALVE AND THE START PRESSURE SWITCH. ALL INDICATIONS WERE NORMAL AND THE AIRCRAFT RETURNED TO SERVICE. EXACT PART CAUSING PROBLEM TO BE DETERMINED.									
2410 UALA	573UA 26685	BOEING 757222	PWA PW2037			GEN DRIVE LIGHT	ILLUMINATED LT ENGINE		11/25/97 97UAL900839
LEFT GENERATOR DRIVE OFF LIGHT ON DURING DEPARTURE. RETURNED TO FIELD.									
2750 CLCA	571CA 24456	BOEING 75723APF				SUPPORT BEAM 113N23631	CRACKED LT TE FLAP		1/26/98 98ZZZM255
DURING C-CHECK INSPECTION, FOUND LEFT INBOARD T/E FLAP BELLCRANK SUPPORT BEAM CRACKED. REPAIRED BELLCRANK SUPPORT BEAM ASSY. A/C RETURNED TO SERVICE. (M)									
2820 CLCA	571CA 24456	BOEING 75723APF				MANIFOLD DUCT 344N2015	CRACKED RT FUEL TANK		1/26/98 98ZZZM254
DURING C-CHECK INSPECTION, FOUND RIGHT CENTER FUEL TANK FUELING MANIFOLD DUCT CRACKED. PART REPLACD IAW 28-21-01. A/C RETURNED TO SERVICE.									
3350 UALA	521UA 24891	BOEING 757222	PWA PW2037			LIGHT	LOOSE CABIN		11/3/97 97UAL900807
EMERGENCY EXIT LIGHTS DAMAGED/PULLED UP AT ROW 13. RESECURED EEL LIGHTING TRACK TO FLOOR, OPERATIONAL CHECK OK.									
3350 UALA	559UA 26657	BOEING 757222	PWA PW2037			WIRE	WORN COCKPIT		9/30/97 97UAL900744
REPEAT GRIPES FOR FORWARD EMERGENCY LIGHTS COMING ON IN FLIGHT, BOTH LEFT AND RIGHT SIDE. SUSPECT WIRING PROBLEM. *S/D* FOUND WIRES W3054-006-18 AND W3054-004-018 WITH INSULATION WORN THROUGH AND SHORTING TO GROUND AT NOSE WHEEL CONTROL PANEL P62. REPAIRED INSULATION AND SECURED WIRING.									

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3350 UALA	559UA 26657	BOEING 757222	PWA PW2037			WIRES	WORN COCKPIT		10/3/97 97UAL900748
WHEN OVERHEAD PANEL SWITCH ARMED, EMERGENCY LIGHTS ON DOORS 1L, 1R, CENTER LAV, OVERHEAD BINS IN FIRST CLASS, AND A SECTION OF EEL STRIP IN FIRST CLASS INOP. *S/D* FOUND WIRES W3054-006-18 AND W3054-004-018 WITH INSULATION WORN THROUGH AND SHORTING TO GROUND AT NOSE WHEEL CONTROL PANEL P62. REPAIRED INSULATION AND SECURED WIRING.									
3350 DALA	631DL 23612	BOEING 757232				FUSE	BLOWN CABIN		2/22/98 DL757980440
ALL EMERG F/C FLOOR TRACK LIGHTING AN BOTH R-2 L-2 DIRECTIONAL EMERGENCY LIGHTS INOP. REPLACED FUSE IN M9101 PWR SUPPLY, CKS OK.									
3350 USAA	616AU 27147	BOEING 7572B7				SIGN 8731002511REV9	INOPERATIVE L-3 DOOR		2/3/98 USAABB98014
LAX - FOUND L-3 DOOR EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE L-3 EXIT IDENTIFIER. (M)									
5210 CALA	18119 27561	BOEING 757224				BOTTLE 80330034	LOW PRESSURE L 2 DOOR		2/17/98 CALA9800270
INSPECTION FOUND THE L-2 DOOR ASSIST BOTTLE PRESSURE LOW. THE L-2 DOOR ASSIST BOTTLE WAS REMOVED AND REPLACED IAW MM 52-11-30.									
5280 CLCA	571CA 24456	BOEING 75723APF				DOOR	CRACKED LT MLG		1/26/98 98ZZZM261
DURING C-CHECK, FOUND L/E AT LEFT INBOARD GEAR DOOR CRACKED AND DELAMINATED. REPAIRED PER SRM 52-80-02. A/C RETURNED TO SERVICE. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM 146N508914	CORROSION BS 1640	41597	11/21/97 USAA980044
CLT - DURING C-4 VISUAL INSPECTION, FOUND CORROSION THE ENTIRE LENGTH OF FLOORBEAM STATION 1640 TOP AND BOTTOM SURFACE OF UPPER CAP. REMOVED T-CAP INSTALLED REPLACEMENT CHORD, REPAIR ANGLES AND REPAIR STRAPS PER REPAIR DOCUMENT EA 60716 AND SRM 53-00-51 FIG 201, 203. (M)									
5330 DALA	603DL 22810	BOEING 757232				SKIN	DENTED BS 1665		2/20/98 DL757980445
THE FUSELAGE SKIN AT FS 1665 AND STRINGER 25R WAS BADLY DENTED AT THE FWD END OF A DRAIN MAST. INSTALLATION DUE TO GROUND SERVICE DAMAGE. THE DAMAGED AREA WAS CUT OUT AND A SKIN DOUBLER AND TRIPLER WERE INSTALLED PER ER/A 364032-14, REV A.									
5330 DALA	603DL 22810	BOEING 757232				SKIN	GOUGED BS 1755		2/20/98 DL757980446
THE FUSELAGE SKIN WAS DENTED, SCRATCHED AND GOUGED NEAR STRINGER 29R BETWEEN FS 1743 AND 1768. THE DAMAGED AREA WAS CUTOUT AND SKIN DOUBLER AND TRIPLER WERE INSTALLED PER ER/A 364040-14, REV A.									
5330 DALA	603DL 22810	BOEING 757232				SKIN	DENTED BS 1560		2/20/98 DL757980447
THE FUSELAGE SKIN HAD NUMEROUS GOUGES, DENTS AND SCRATCHED BETWEEN FS 1550 AND 1621 AND BETWEEN STRINGERS 26L AND 26R. THE DAMAGED SECTION OF SKIN WAS REMOVED AND A NEW SECTION WAS SPLICED IN PER ER/A 364044-14, REV B.									
5330 DALA	603DL 22810	BOEING 757232				SKIN	DENTED BS 1630		2/20/98 DL757980448
THE FUSELAGE SKIN BETWEEN FS 1627 AND 1639 AND BETWEEN STR 28L AND 29L WAS DENTED AND GOUGED DUE TO GROUND DAMAGE. THE DAMAGED AREA WAS CUT OUT AND A SKIN DOUBLER WAS INSTALLED PERER/A 364038-14, REV B.									
5330 DALA	609DL 22816	BOEING 757232				SKIN	DENTED BS 1580-1600		2/20/98 DL757980444
THE FUSELAGE SKIN BETWEEN FS 1580 AND 1600 BETWEEN STR 18L AND 22L WAS BADLY TORN AND DENTED FROM GROUND EQUIPMENT. THE DAMAGE WAS CUT OUT AND A SKIN DOUBLER WAS INSTALLED PER ER/A 364067-14, REV A. THE UNDERLYING STRINGERS WERE REPAIRED PER THE B757 SRM.									

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7200 UALA	562UA 26664	BOEING 757222	PWA PW2037			ENGINE	MALFUNCTIONED NR 1		11/3/97 97UAL900806
ON CLIMBOUT, LOUD NOISE HEARD AND EGT WENT TO 705. RIGHT ENGINE WAS SHUTDOWN.									
2612 UALA	650UA 25287	BOEING 767322	PWA PW4060		SYSTRON DONN	FIRE CARD 644501	FAILED NR 2 FIRE LOOP		10/12/97 97UAL900764
RIGHT ENGINE FIRE LOOP 2 DISPLAYED INTERMITTENTLY DURING FLIGHT. *S/D* DISCREPANCY CAUSED BY A FAULTY RIGHTS ENGINE NUMBER 2 LOOP FIRE/OVERHEAT CARD. REPLACED CARD, SYSTEM OPS CHECK GOOD.									
2612 UALA	659UA 27114	BOEING 767322	PWA PW4060		BOEING	FIRE CARD 285N002836	FAILED RT ENGINE		10/20/97 97UAL900783
RIGHT ENGINE NR 1 FIRE LOOP STATUS MESSAGE DISPLAYS CONTINUOUSLY. *S/D* PROBLEM CAUSED BY A FAULTY AUTOMATIC FAULT AND LOGIC TEST CARD (AFOLTS). REPLACED CARD, SYSTEM OPS CHECKS GOOD.									
3350 DALA	112DL 22224	BOEING 767232				LIGHT	INOPERATIVE CARGO COMPT		2/19/98 DL767980413
ON L/O, FOUND ONE LT AND ONE RT EMERGENCY LIGHTS INOP AFT OF CARGO DOORS ON FUSELAGE.									
3414 USAA	654US 25225	BOEING 7672B7				AIRSPED IND 4039891903	FAILED RT COCKPIT		1/29/98 USAABB98011
CDG - FLT 23 - AFTER TAKEOFF, CREW RECEIVED AIRSPEED FLAG ON FIRST OFFICERS INDICATOR. USING THE ALTERNATE AIR DATA SELECTION DID NOT CORRECT THE FAULT. INDICATION DID WORK PROPERLY BELOW 100 KNOTS. FLIGHT RETURNED TO CDG AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED THE FIRST OFFICERS AIRSPEED INDICATOR. (M)									
5754 DALA	102DA 22214	BOEING 767232				WEDGE	DELAMINATION NR 4 LE SLAT		2/20/98 DL767980419
THE UPPER SKIN OF THE LT WING NR 4 SLAT TRAILING EDGE WEDGE WAS FOUND WITH 2 AREAS 2 INCH DIAMETER DELAMINATIONS. THE THE DAMAGE WAS REPAIRED PER THE B767 SRM AND DOCUMENTED PER ER/A 364074-14AD.									
5754 DALA	113DA 22225	BOEING 767232				WEDGE	DELAMINATED NR 8 LE SLAT		2/18/98 DL767980421
THE UPPER SKIN OF THE RT WING NR 8 SLAT TRAILING EDGE WEDGE WAS FOUND WITH A 4 X 2.5 AREA OF DELAMINATION. THE DAMAGE WAS REPAIRED PER THE B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364048-14AD.									
5754 DALA	113DA 22225	BOEING 767232				WEDGE	DELAMINATION NR 5 LE SLAT		2/18/98 DL767980420
THE UPPER SKIN OF THE LT WING NR 5 SLAT WAS FOUND WITH A 1 INCH DIAMETER AREA OF DELAMINATION. THE DAMAGE WAS REPAIRED PER B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364049-14AD.									
5754 DALA	116DL 23275	BOEING 767332				SKIN	DELAMINATED NR 2/4 LE SLAT		2/23/98 DL76S980466
THE NR 2 LEADING EDGE SLAT WAS FOUND WITH A 5 DIA DELAMINATION ON THE UPPER SKIN OF THE TRAILING EDGE WEDGE. THE NR 4 SLAT WAS FOUND WITH A 7 DIA DELAMINATION ON THE UPPER SKIN OF THE TRAILING EDGE WEDGE. BOTH DELAMINATIONS WERE REPAIRED PER THE B767 SRM 57-43-02 AND DOCUMENTED PER ER/A 364089-14AD.									
7200 DALA	154DL 25241	BOEING 7673P6	GE CF680C2B2			THERMAL SHIELD 9315M41P20	CRACKED NR 2 ENGINE	23873	1/29/98 DL76G980255
***** SHOP FINDINGS - NO FLIGHT INCIDENT. DURING OVERHAUL OF ENGINE 695373, THE HPT THERMAL SHIELD WAS FOUND TO HAVE A FLANGE TO FLANGE CRACK. THIS PART PROVIDES THE ROTATING SEAL BETWEEN THE T1 AND T2 DISK. THE THERMAL SHIELD IS NOT LIFE LIMITED. DUE TO THE CRACK, THE T1 AND T2 DISK WERE SCRAPPED BASED ON GE RECOMMENDATION.									

***** DENOTES SIGNIFICANT OCCURRENCE

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7620 UALA	604UA 21865	BOEING 767222	PWA JT9D7R4D			CUTOFF VALVE	MALFUNCTIONED RT ENGINE	11/4/97	97UAL900808
RIGHT ENGINE FUEL CUTOFF VALVE SHUT DOWN INDICATION WITH RIGHT ENGINE SHUTDOWN EICAS AND SPEEDS DISPLAYED. ENGINE CONTINUED TO RUN.									
7932 DALA	133DN 24982	BOEING 767332				TRANSMITTER	INOPERATIVE OIL QTY	2/22/98	DL76S980438
CENTER SYSTEM RESVR LIGHT ON OVERHEAD PANEL ILLUMINATED. STATUS PAGE SHOWED CENTER SYSTEM QUANTITY AT ZERO. VERIFIED THAT SYSTEM QUANTITY WAS OK. REPLACED OIL QUANTITY TRANSMITTER, SYSTEM OPS CHECKS NORMAL.									
2150 UALA	786UA 26938	BOEING 777222				TORQUE TUBE 213W31303	SHEARED LT RAM AIR DOOR	10/12/97	97UAL900773
HEAVY AIRFRAME VIBRATION. NOISE IS INTERMITTENT AND NOT SPEED RELATED. SOUND APPEARS TO COME FROM MAIN LANDING GEAR AREA. AIRCRAFT RETURNED TO MIA. *S/D* FOUND LEFT PACK RAM AIR DOOR TORQUE TUBE (213W3130-3) SHAFT SHEARED. REPLACED TORQUE TUBE ASSEMBLY.									
2430 QX2R	553M 258027	BRAERO BAE125800A				TERMINAL BLOCK 724440250AV2	BURNED DA PANEL	6833	1/24/98 98ZZZX799
CREW REPORTED DURING FLIGHT, THE LT ALTERNATOR FAIL LIGHT ILLUMINATED AND A BRIGHT LIGHT WITH SPARKING NOISE CAME FROM INSIDE THE DA PANEL AT LEVEL OF COPILOT'S LT ELBOW. LIGHT SMOKE AND ELEC FIRE SMELL NOTED. ALTERNATORS SWITCHED OFF AND ACFT WAS LANDED. INSP REVEALED TERMINAL BLOCK HM ON SUBPANEL E OF THE DA PANEL BURNT, AND CB B2 ON PANEL GG FOUND IN THE OPEN POSITION. LT WINDSCREEN ANTI-ICE SYS DISABLED AND ACFT WAS FLOWN TO A REPAIR STATION. REPLACED DEFECTIVE TERMINAL BLOCK FROM DA PANEL. CLEANED AFFECTED WIRES OF SMOKE DAMAGE. TERMINATED WIRES WITH NEW TERMINALS PN 323758 AND INSTALLED ON TERMINAL BLOCK. OPERATION CHECKED W/S HEAT SYS. PERFORMED OPER CHKS OF RT AND LT GENERATOR CONTROL UNITS.									
3213 JGVR	84FA 258047	BRAERO BAE125800A				SPRING STRUT 25UM403A	CORRODED MLG LT SIDE STAY	6198	2/9/98 98ZZZX795
DURING AIRCRAFT PRE-BUY INSPECTION, LT SIDESTAY CLEARANCES COULD NOT BE OBTAINED. SPRING STRUT WOULD NOT MOVE FULLY IN ITS SLOT. INVESTIGATED CAUSE AND FOUND SPRING STRUT INTERNAL SPRING CORRODED INTO TWO PIECES. PROBLEM HAS CAUSED FLAT SPOTTING ON ROLLER P/N 25UM391. LACK OF LUBRICATION IS EVIDENT IN BEARINGS IN THE LINK P/N 25-8UM79-1A.									
3411 JGVR	961JC 258062	BRAERO BAE125800A				DRAIN VALVE	PLUGGED STATIC DRAIN	2/6/98	98ZZZX794
DURING A 24-MONTH PITOT/STATIC SYSTEM CERTIFICATION, ALL STATIC DRAIN VALVES WERE FOUND SEALED WITH 'RTV' SILICON SEALANT. ONE DRAIN VALVE SPINDLE WAS FOUND TO PASS THROUGH VALVE BUSH WHEN THE STATIC DRAIN WAS CLEARED OF 'RTV'. THE SPINDLE HAD BEEN ALTERED TO PASS THROUGH THE DRAIN BUSH.									
2912 GJQR	38WP 6500032	CESSNA 650				BACK UP RING MS2877422	MISMANUFACTURED RT HYD FILTER	522	1/19/98 98ZZZX806
***** ON MAINTENANCE POST-FLIGHT, DISCOVERED RIGHT ENGINE HYDRAULIC MAIN FILTER WET WITH HYDRAULIC FLUID. INVESTIGATION SHOWED LEAKAGE FROM FILTER BOWL SEAL AND TEFLON CHEVRON AREA. INSPECTION OF O-RING SEAL AND BACK-UP TEFLON RINGS SHOWED BEVEL DEFECT ON BACK-UP RING LETTING O-RING DEFORM. THE BACK-UP RING SHOWED BEVELS CUT THE SAME ANGLE PREVENTING OVERLAP FROM A SMOOTH SURFACE. REPLACED O-RING AND BACK-UP RINGS THAT CORRECTED THE CONDITION. SUBMITTER RECOMMENDED TECHNICIAN'S ATTENTION TO BACK-UP RING INSPECTION. AT TIME OF INSTALLATION, PLACE ON FLAT SURFACE AND SEE HOW ENDS OVERLAP FOR A MATCHED SMOOTH SURFACE.									
2750 COMA	915CA 7013	CNDAIR CL6002B19				CONTROL LEVER 7804011	MALFUNCTION INST PANEL	6196 249	2/19/98 COMA9860046
FLAPS FAILED WHEN SELECTED FOR LANDING APPROACH. REPLACED THE FLAP CONTROL HANDLE.									
2752 COMA	965CA 7131	CNDAIR CL6002B19				ACTUATOR 853D1009	FAILED LT TE FLAP	3798	2/21/98 COMA9860045
AFTER LIFT OFF, 7 UNITS OF ROLL TRIM NEEDED TO REMAIN LEVEL. FLAPS FAILED DURING RETRACTION. THE LEFT OUTBOARD FLAP, INBOARD ACTUATOR FAILED CAUSING STRUCTURAL DAMAGE AND DEFORMATION OF THE FLAP ASSY. REPLACED ACTUATOR AND FLAP ASSY.									

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3010 VTZA	623BR 7192	CNDAIR CL6002B19				CONTROLLER 11513361	FAILED ANTI-ICE SYSTEM		1/27/98 VTZA98028
FLT 6697 - IAD-JAX - DURING TAKEOFF, EXPERIENCED A WING OVERHEAT WARNING. AIRCRAFT RETURNED TO THE GATE AND NOTIFIED MAINTENANCE CONTROL. MAINTENANCE WAS DISPATCHED TO THE AIRCRAFT AND REMOVED AND REPLACED THE ANTI-ICE CONTROLLER. ALL REQUIRED CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
3411 COMA	915CA 7013	CNDAIR CL6002B19				LINE 481500502	LOOSE NR 1 PITOT		2/21/98 336 COMA9860047
THE CAPTINS AIRSPEED INDICATOR DID NOT RESPOND DURING TAKEOFF, INDICATION STUCK AT 40 KNOTS. INSPECTED AND FOUND NR 1 PITOT LINE LOOSE AT NR 1 ADC. RECONNECTED NR 1 PITOT LINE AND PERFORMED PITOT/STATIC CHECK.									
2120 RENA	3HH 173	CVAC 34031				AIR DISTRIBUTION	SMOKE CABIN		1/27/98 98ZZM224
LIGHT SMOKE IN CABIN AFTER TAKEOFF.									
7810 RENA	3HH 173	CVAC 34031				STACK	CRACKED ENGINE EXHAUST		10/20/97 98ZZM223
DURING CLIMB-OUT, AFTER TURNING OFF ADI, ENGINE STARTED RUNNING ROUGH. FIRE WAS OBSERVED COMING FROM THE EXHAUST STACKS, SIMULTANEOUSLY, THE FIRE LIGHT AND BELL WENT OFF. THE ENGINE WAS SECURED, FIRE EXTINGUISHED AND THE AIRCRAFT RETURNED TO NTD WITHOUT INCIDENT. (M)									
2120 QXEA	346PH 477	DHAV DHC8202				AIR DISTRIBUTION	ODOR CABIN		2/18/98 QXEA9800076
ACV - VERY STRONG SMELL OF SMOKE ON APPROACH. DID NOT HAVE HIGH DUCT TEMPS. SMELLED LIKE ELECTRICAL BUT NO VISIBLE SMOKE. MAINTENANCE GROUND RAN NR 1 AND NR 2 ENGINES. APPLIED ALL ELECTRICAL LOADS. NO DEFECTS NOTED. OPERATED NR 1 AND NR 2 BLEED SYSTEMS AND CABIN LIGHT SYSTEMS. NO DEFECTS NOTED. NO PARTS REPLACED. AIRCRAFT RETURNED TO SERVICE.									
2150 QXEA	346PH 477	DHAV DHC8202				ACM 78279012	FOD AFT FUSELAGE		2/19/98 QXEA9800077
AIRCRAFT MAINTENANCE PERSONNEL REPORT A STRONG SMELL COMING FROM BLEED AIR UNIT WITH NOISE COMING FROM CARGO BAY AREA. REPLACED AIR CYCLE MACHINE AND CONDENSOR/MIXER, OPERATIONAL TESTS GOOD.									
2424 MALA	865MA 364	DHAV DHC8102				GCU 51608003	FAILED LT ENGINE		2/17/98 MALA975996
DURING CRUISE, NR 1 AC GENERATOR CAUTION LIGHT ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE NR 1 AC GENERATOR CONTROL UNIT. ALL CHECKS GOOD.									
2910 QXEA	813PH 32	DHAV DHC8102				HYD LINE AEB215101	CRACKED NR 2 HYD SYST	21992 8458	2/14/98 QXEA9800069
EN ROUTE, NR 2 HYDRAULIC QUANTITY AND PRESSURE DROPPED TO ZERO WITH ASSOCIATED CAUTION LIGHTS. NR 1 HYDRAULIC QUANTITY DROPPED TO .5 QUARTS (PRESSURE ON NR 1 SYSTEM WAS NORMAL). PERFORMED EMERGENCY GEAR EXTENSION. LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE EXTRUDED AND LEAKING PRESSURE MANIFOLD O-RING. REPLACED CRACKED/LEAKING HARD LINE FROM PRESSURE MANIFOLD TO ENGINE SOFT LINE. ALSO, REPLACED HYDRAULIC PUMP AND PRESSURE MANIFOLD. PERFORMED LEAK CHECK, NO LEAKS NOTED.									
3350 PCAA	819EX 016	DHAV DHC8102				CONNECTOR	LOOSE CABIN		1/30/98 PCAA9800709
RIGHT FLOOR EMERGENCY PROXIMITY LIGHTS INOPERATIVE. SECURED CONNECTORS ON RIGHT LIGHT STRIPS. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	816EX 329	DHAV DHC8102				WIRE	FAILED CABIN		1/26/98 PCAA9800707
FIRST THREE FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM BULBS ARE INOPERATIVE. REPAIRED FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM WIRING CIRCUIT. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									

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3350 MALA	826MA 330	DHAV DHC8102				LAMP 1013073	FAILED CABIN		2/18/98 MALA975999
DURING INSPECTION, ONE EMERGENCY FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	828MA 333	DHAV DHC8102				LAMP 1013073	FAILED CABIN		2/15/98 MALA975985
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED, ALL CHECKS GOOD.									
3350 MALA	833MA 343	DHAV DHC8102				BULB OL307115	FAILED CABIN		2/14/98 MALA975986
DURING INSPECTION, EMERGENCY EXIT SIGN HAS BULBS INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	861MA 362	DHAV DHC8102				BATTERY PACK 3352P42	DISCHARGED CABIN		2/15/98 MALA975982
DURING INSPECTION, TWO RED EMERGENCY FLOOR TRACK LIGHTS INOP. MAINTENANCE REPLACED BATTERY PACK, ALL CHECKS GOOD.									
3350 MALA	865MA 364	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		2/19/98 MALA976008
DURING INSPECTION, EMERGENCY EXIT LIGHT INOP AT ROW 4A. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 QXEA	841PH 82	DHAV DHC8102			GRIMES 82510202001	LIGHT 10005511	INOPERATIVE CABIN		2/23/98 QXEA9800083
OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE REPLACED OVERHEAD EMERGENCY LIGHT ASSEMBLY, OP'S CHECK NORMAL AS PER DE HAVILLAND MM.									
3350 MASA	448YV 448	DHAV DHC8202				BULB GE316	FAILED CABIN		1/21/98 MASA98013
FLT 7463 - DEN-CPR - CREW REPORTED INTERIOR EMERGENCY LIGHTING, NR 1 OVERHEAD, TO BE INOP. MAINTENANCE REPLACED A BURNED OUT BULB. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 QXEA	350PH 488	DHAV DHC8202			GRIMES	BATTERY PACK 6038443	DISCHARGED CABIN		2/19/98 QXEA9800078
LEFT REAR EXTERIOR AND FORWARD CEILING EMERGENCY LIGHTS INOP. REPLACED BATTERY PACK AT PS-3, OPERATIONAL TEST GOOD.									
3241 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		SENSOR ACM30662	FAILED RT MLG	60395 4381	2/17/98 VNAA9802015
DURING THE TAXI OUT FOR TAKEOFF, A ANTI-SKID FAIL WARNING MESSAGE OCCURED. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE RIGHT HAND OUTBOARD WHEEL SPEED SENSOR IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-42-13. OPERATION CHECKS WERE COMPLETED AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3350 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	DISCHARGED CABIN	28935 1613	2/20/98 VNAA9802018
DURING THE PREFLIGHT INSPECTION, AN EMERGENCY LIGHT WAS NOTED TO BE INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE 5LK BATTERY PACK IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-51-01. OPERATION CHECKS WERE COMPLETED, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3440 VNAA	460PS 3061	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		IAC 701730011004	FAILED NR 1	4759	2/18/98 VNAA9802017
DURING THE TAXI FOR TAKEOFF, THE FLIGHT MANAGEMENT SYSTEM WOULD NOT ALIGN WITH THE RUNWAY THAT WAS SELECTED. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE NR 1 INTEGRATED AVIONICS COMPUTER IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 31-41-00. OPERATIONAL CHECKS WERE COMPLETED.									

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2130 FDEA	301FE 46800	DOUG DC1030F				PRESSURIZATION	MALFUNCTIONED CABIN		2/18/98 98FDEA00118
DURING CLIMBOUT, CABIN ALT BEGAN CLIMB AT SAME RATE AS A/C. PROBLEM START AT 5000 MSL: AUTO PRESS MODE WAS BEING USED. CABIN ALT RAPID REACH 5000 AND CONT TO CLIMB WITH A/C. USE OF SEMIAUTO STBY AND MANUAL MODES HAD NO EFFECT. CREW LEVEL OFF AT 10000 MSL CAB LVLD OFF 10000. RETURN TO IAD. INSP OUTFLOW VALVE. INSP ALL DOOR SEALS FOR DAMAGE, NO DEF FOUND. RAN ENG PER JRH AND A/C ABLE TO PRESS MANUAL. DEF AUTO AND SEMIAUTO CABIN ALT CNTRL SYS PER MEL. MX BITE CHECK SYS ON GND CHECK NORMAL. NEXT FLT CREW COMMENTED THAT FLT CHECK WAS GOOD. MX CLEARED PER CREW COMMENT AND GND CHECK NORMAL.									
2424 FDEA	316FE 48314	DOUG DC1030F				GCU 976J86310	FAILED NR 2 ENGINE		2/18/98 98FDEA00117
AFTER T/O, NR 2 GEN OFF LIGHT ILLUMINATED FOLLOWED WITH FLAP DISAGREE FLG IN VIEW AND C/B POPS. ALSO, CAN'T PRESS A/C ON LANDING APPROX 1000 FT, NR 2 ISOL, LIGHT ILLUMINATED RED TAB. REMOVED AND REPLACED NR 2 GCU AND BCU PER M/M 24-21-01. GND OPS PER JRH 8-2. RAN ALL THREE ENGS PER JRH 5A.									
2780 DM4R		DOUG DC10*			WHITTAKER 240705	VALVE BODY 1451311	CRACKED FLT CONT BYPASS		2/11/98 98ZZZX844
HAD SEVERAL INSTANCES WHERE FLIGHT CONTROL VALVE BODY WAS CRACKED. CRACK IS LOCATED IN THREAD RELIEF AREA.									
2780		DOUG DC10*			WHITTAKER 240705	VALVE BODY 1451311	CRACKED FLT CONT BYPASS		2/11/98 98ZZZX843
FLIGHT CONTROL BYPASS VALVE HAS HAD SEVERAL INSTANCES WHERE THE VALVE BODY HAS BEEN CRACKED. VALVE CRACKED IN RADIUS BETWEEN INSIDE DIAMETER AND BOTTOM OF BODY.									
3320 SCNA	571SC 46645	DOUG DC1010				LAMP HOLDERS	SHORTED GALLEY		11/4/97 SCNA98015
AFTER TAKEOFF, A GLOWING EMBER WAS OBSERVED FALLING FROM THE AREA OF THE CEILING LIGHT IN THE FORWARD GALLEY. REPLACED BOTH LAMP HOLDERS ON FORWARD GALLEY LIGHT, OPS CHECK GOOD.									
3350 CALA	13088 46850	DOUG DC1030			ENGMAGNETICS	BATTERY CHARGER EMBS1392	INOPERATIVE CABIN	4066	2/24/98 CALA9800322
MAINTENANCE REPORTED THAT THE EMERGENCY LIGHT TEST WAS INOPERATIVE. THE BATTERY CHARGER AND PACK AT DOOR 3L WERE REMOVED AND REPLACED.									
3421 HALA	162AA 46943	DOUG DC1010				VERTICAL GYRO	FAILED E/E COMPT		1/22/98 HALA9800023
LOS - FLT 931 - DURING CLIMB PASSING FL 210, WHEN A/P NR 1 INITIATED HDG CHANGE, AIRCRAFT WENT INTO A RAPID RATE OF ROLL. A/P NR 1 DISCONNECTED AUTOMATICALLY. CAPTAINS ADI DISPLAYED ATT FLAG AND SPEED FLAG. WHILE INTERCEPTING LOA HNL, ADI FAILED. REPLACED NR 1 VERTICAL GYRO. PERFORMED ADJ/TEST PER MM 34-23-00-OK. ALSO, PERFORMED BITE CHECKED NR 1 A/P MM 22-00-02. CHECKED GOOD. (M)									
3454 HALA	119AA 46519	DOUG DC1010				NPU	FAILED NR 2		1/19/98 HALA9800018
FLT 26 - HNL - NAV UNREADABLE, BOTH HSI AND RMI HEADINGS WERE DIFFERENT IN NAV POSITION UP TO 50 DEGREES AT ONE POINT. HSI COURSE INDICATORS DID NOT AGREE WITH LEGS PAGE COURSE. NR 1 WENT TO VERIFY POSITION, NR 2 WENT TO DR. POSITION CHECKED OK FOR BOTH. A/C RETURNED TO HNL, WHERE AN UNEVENTFUL LANDING WAS MADE. (M)									
3610 CALA	525MD 46550	DOUG DC1030				PRSOV 8986264	INOPERATIVE NR 2 ENGINE		2/19/98 CALA9800280
THE NR 2 PACK OVERHEATED WITH SMOKE ENTERING THE CABIN WHILE LEVELING OFF AT FL 280. THE AIRCRAFT WAS RETURNED TO DUS, WHERE IT LANDED WITHOUT INCIDENT. TROUBLESHOOTING FOUND THE NR 2 ENGINE PRSOV WOULD NOT SHUT OFF ELECTRICALLY, CAUSING THE NR 2 PACK TO OVERTEMP AND TRIP. THE NR 2 PRSOV WAS LOCKED OUT MANUALLY AND THE NR 2 PNEUMATIC SYSTEM AND NR 2 PACK WERE PLACARDED INOPERATIVE. THE ENGINES WERE RUN AND ALL OPERATION CHECKED GOOD.									

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3830 CALA	68044 46903	DOUG DC1010				SERVICE PANEL	CORRODED MID LAVATORY		2/24/98 CALA9800325
INSPECTION FOUND MID LAVATORY SERVICE PANEL CORRODED INSIDE HOUSING WITH CORROSION ON INSIDE OF CUTOUT AT RT AFT CORNER. THE CORRODED AREA WAS CUT OUT, A REPAIR DOUBLER AND FILLER WERE FABRICATED AND INSTALLED IAW ECRA 5330-02628.									
5210 CALA	68044 46903	DOUG DC1010				FITTING	BROKEN L-1 DOOR		2/22/98 CALA9800298
INSPECTION FOUND L-1 DOOR SIXTH STOP FITTING FROM BOTTOM BROKEN OFF AT AFT SIDE OF DOOR. THE STOP FITTING WAS REPLACED IAW MM 51-33-01.									
5230 CALA	17087 47928	DOUG DC1030				ANGLE	CRACKED CARGO DOOR		2/23/98 CALA9800309
INSPECTION FOUND A 6 AND 4 INCH CRACK WITH CORROSION IN AFT CARGO DOOR FORWARD LOWER MOUNT ANGLE FOR GILL LINER. THE ANGLE WAS REMOVED AND REPLACEMENT PARTS WERE FABRICATED AND INSTALLED IAW SRM 53-15-01 AND 51-31-01.									
5311 CALA	68044 46903	DOUG DC1010				FRAME	CORRODED BS 1841		2/21/98 CALA9800288
INSPECTION FOUND FRAME CIRCUMFERENTIAL BEAM CORRODED IN AFT BIN AT STA 1841, LONGERON 49L. THE OLD REPAIR WAS REMOVED AND THE AREA WAS CLEANED. A NEW REPAIR WAS INSTALLED IAW SRM 53-30-0.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1561-1891		2/21/98 CALA9800283
INSPECTION FOUND LONGERON CORRODED AT STA 1561 TO 1891, LONGERON 52L. THE CORROSION WAS REMOVED IAW SRM 51-21-01. THE LONGERON AND SPLICES WERE REMOVED AND REPLACED IAW SRM 51-31-01.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1721-1741		2/21/98 CALA9800297
INSPECTION FOUND LONGERON 47L SPLICE CORRODED IN MID CARGO AT STA 1721 TO 1741. FASTENERS WERE REMOVED IAW SRM 51-20-01. THE CORRODED SECTION OF LONGERON WAS CUT OUT AND A NEW SECTION WAS INSTALLED IAW SRM 53-10-00.									
5313 CALA	68044 46903	DOUG DC1010				STRINGER	CORRODED BS 1841-1871		2/21/98 CALA9800290
INSPECTION FOUND STRINGER 48L CORRODED IN BULK CARGO COMPARTMENT AT STA 1841 TO 1871. THE STRINGER WAS REMOVED AND REPLACED IAW SRM 53-10-0.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1721		2/24/98 CALA9800318
INSPECTION FOUND LONGERON 48L CORRODED AT STA 1721. THE CORRODED SECTION OF LONGERON WAS CUT OUT IAW SRM 53-10-0. NEW HOLES WERE DRILLED ON LONGERON, A SPLICE ANGLE WAS FABRICATED, AND PARTS WERE INSTALLED IAW SRM 53-10-0 AND ECRA 5310-03680.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1841		2/24/98 CALA9800315
INSPECTION FOUND LONGERON 49R CORRODED AT STA 1841. THE CORRODED SECTION OF LONGERON WAS REMOVED AND REPLACED IAW SRM 53-10-00.									
5313 CALA	68044 46903	DOUG DC1010				STRINGER	CORRODED BS 1701-1721		2/24/98 CALA9800312
INSPECTION FOUND STRINGER IN MID CARGO LOWER BILGE AREA CORRODED AT LONGERON 50R, STA 1701 TO 1721. THE CORRODED AREA WAS REMOVED, A STRINGER AND SPLICE WERE FABRICATED AND INSTALLED IAW SRM 53-10-00.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1139-1159		2/24/98 CALA9800311
INSPECTION FOUND LONGERON 43L CORRODED IN CENTER ACCESSORY COMPARTMENT FROM STA 1139 TO 1159. A NEW LONGERON WAS INSTALLED IAW SRM 51-31-01 AND 53-10-00.									

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5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1661-1681		2/24/98 CALA9800326
INSPECTION FOUND LONGERON 43L CORRODED BETWEEN STA 1661 AND 1681. THE CORRODED AREA WAS CUT OUT IAW SRM 53-10-00, A REPAIR WAS INSTALLED IAW SRM 51-21-01 AND 51-33-01.									
5313 NWAA	148US 46757	DOUG DC1040				LONGERON	CORRODED BS 1099		1/29/98 9803061148
DURING PERIODIC CHECK, FOUND CORROSION ON LONGERON 48R AT FS 1099. REPAIRED PER EA 11-155274.									
5315 CALA	68044 46903	DOUG DC1010				FLOORBEAM	CORRODED BS 1701		2/24/98 CALA9800316
INSPECTION FOUND CORROSION ON UPPER CAP OF FLOORBEAM IN C-2 CARGO COMPARTMENT AT STA 1701, RBL 37. THE CORROSION WAS REMOVED IAW SRM 51-21-01. DOUBLERS AND FILLER ANGLE WERE FABRICATED AND INSTALLED IAW SRM 53-60-01.									
5315 CALA	68044 46903	DOUG DC1010				FLOORBEAM	CORRODED BS 1821		2/24/98 CALA9800329
INSPECTION FOUND UPPER CAP OF FLOORBEAM IN AFT BIN CORRODED IN SPOTS FROM LEFT TO RIGHT END AROUND SCREW HOLES AND TIE DOWN TRACK MOUNT SCREWS AT BOTTOM, STA 1821. THE FLOORBEAM WAS REMOVED AND REPLACED IAW SRM 51-31-01.									
5320 CALA	68044 46903	DOUG DC1010				WEB	CRACKED BS 595		2/21/98 CALA9800291
INSPECTION FOUND A 1 INCH CRACK IN LT WEB AT STA 595 BETWEEN LONGERONS 47 TO 48. FILLER AND DOUBLER WERE INSTALLED IAW SRM 51-31-0.									
5320 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED BS 1801		2/22/98 CALA9800301
INSPECTION FOUND FRAME TO FUSELAGE SKIN ATTACH ANGLE IN AFT CARGO COMPARTMENT CORRODED AT STA 1801, LONGERON 47-48L TO THE ATTACH ANGLE. REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-0.									
5320 CALA	68044 46903	DOUG DC1010				DOUBLER	CORRODED BS 1701-1721		2/22/98 CALA9800299
INSPECTION FOUND FINGER DOUBLER CORRODED AT STA 1701 TO 1721, LONGERON 48L. THE FASTENERS WERE REMOVED IAW SRM 51-21-01. THE CORRODED AREA WAS CUT OUT. A DOUBLER AND SPLICE WERE FABRICATED AND INSTALLED IAW SRM 51-21-01 AND ECRA 5310-03680.									
5320 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED BS 1821		2/21/98 CALA9800292
INSPECTION FOUND ANGLE BETWEEN FRAME AND SKIN IN AFT BAGGAGE COMPARTMENT CORRODED AT STA 1821, LONGERON 47L TO 48L. THE ANGLE WAS REMOVED AND REPLACED IAW SRM 51-10-0.									
5320 CALA	68044 46903	DOUG DC1010				SHEAR TIE	CORRODED BS 1810		2/21/98 CALA9800284
INSPECTION FOUND SHEAR TIE CORRODED AT STA 1810, LONGERON 47 TO 48L. THE SHEAR TIE WAS REMOVED, AN ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-00 AND 51-30-0.									
5320 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED BS 1841		2/21/98 CALA9800286
INSPECTION FOUND FRAME TO SKIN ATTACH ANGLES IN AFT BIN AT STA 1841 CORRODED FROM LONGERON 49L TO 45R. THE ATTACH ANGLES WERE REMOVED AND REPLACED IAW SRM 51-21-01 AND 53-30-00.									

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5320 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED BS 1815		2/21/98 CALA9800285
INSPECTION FOUND FRAME TO SKIN ATTACH ANGLE IN AFT BIN AT STA 1815 CORRODED BETWEEN LONGERON 44 AND 45L. THE ATTACH ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-00.									
5320 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED BS 1805		2/21/98 CALA9800293
INSPECTION FOUND ANGLE BETWEEN FRAME AND SKIN IN AFT BAGGAGE COMPARTMENT CORRODED AT STA 1805, LONGERON 47L TO 48L. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-00.									
5320 CALA	68044 46903	DOUG DC1010				DOUBLER	CORRODED BS 1721		2/24/98 CALA9800319
INSPECTION FOUND FINGER DOUBLER CORRODED AT STA 1721, LONGERON 48L. THE FASTENERS WERE REMOVED IAW SRM 51-31-0. A FINGER DOUBLER AND SPLICE WERE FABRICATED AND INSTALLED IAW SRM 51-21-01 AND ECRA 5310-03680.									
5320 CALA	68044 46903	DOUG DC1010				SPLICE	CORRODED BS 1853		2/24/98 CALA9800328
INSPECTION FOUND SPLICE IN AFT CARGO BIN CORRODED AT STA 1853, LONGERON 42L. NEW PARTS WERE FABRICATED AND INSTALLED IAW SRM 51-21-00.									
5320 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED BS 1018		2/24/98 CALA9800314
INSPECTION FOUND LONGERON 45R ATTACH ANGLE IN FORWARD BELLY COMPARTMENT BILGE AREA CORRODED AT STA 1018. THE ATTACH ANGLE WAS REMOVED AND REPLACED IAW SRM 51-30-00.									
5320 CALA	68044 46903	DOUG DC1010				SUPPORT	CORRODED BS 1721		2/24/98 CALA9800327
INSPECTION FOUND UPPER CAP OF FLOOR SUPPORT IN CENTER CARGO COMPARTMENT CORRODED AT STA 1721, RBL 33. THE CORRODED AREA WAS CUT OUT, REPAIR PARTS WERE FABRICATED AND INSTALLED IAW SRM 53-00-01 AND 51-21-01.									
5320 CALA	68044 46903	DOUG DC1010				SHEAR TIES	CORRODED BS 1701-1741		2/24/98 CALA9800310
INSPECTION FOUND SHEAR TIES CORRODED IN MID CARGO COMPARTMENT AT STA 1701, 1721, AND 1741, LONGERON 48L. THE SHEAR TIES WERE REMOVED, NEW SHEAR TIES WERE FABRICATED AND INSTALLED IAW SRM 51-10-00 AND 53-10-00.									
5320 CALA	17087 47928	DOUG DC1030				WEB	PUNCTURED BS 1841		2/23/98 CALA9800303
INSPECTION FOUND PUNCTURES IN WEB PANEL AT STA 1841, LBL 38.5 TO 64. REPAIRS WERE FABRICATED AND INSTALLED IAW SRM 51-21-01 AND 53-00-01.									
5320 NWAA	148US 46757	DOUG DC1040				PRESSURE PANEL	CORRODED FUS 1368		2/7/98 9803051148
DURING PERIODIC CHECK, FOUND CORROSION ON THE AFT PRESSURE BULKHEAD IN THE CENTER WHEEL WELL AT FS 1368. REPAIRED PER EA 11-154567.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	ELONGATED HOLES BS 1621-1670		2/22/98 CALA9800300
INSPECTION FOUND SEVERAL ELONGATED HOLES IN FUSELAGE SKIN FROM STA 1621 TO 1670, LONGERON 47 TO 48L. A REPAIR WAS INSTALLED IAW SRM 53-21-0 AND 53-20-00.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1811		2/21/98 CALA9800282
INSPECTION FOUND FUSELAGE SKIN CORRODED AT STA 1811, STRINGER 47L. THE AREA WAS REPAIRED IAW SRM 51-10-00.									

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5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1721		2/21/98 CALA9800289
INSPECTION FOUND FUSELAGE SKIN CORRODED AT STA 1721, LONGERON 52. THE CORROSION WAS REMOVED IAW SRM 51-21-01. THE SPLICE WAS REMOVED AND REPLACED IAW SRM 51-31-01.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1741		2/24/98 CALA9800317
INSPECTION FOUND FUSELAGE SKIN CORRODED AT STA 1741, STRINGER 47L. THE FASTENERS WERE REMOVED IAW SRM 51-30-01. A SECTION OF STRINGER WAS CUT OUT IAW SRM 53-10-00. HOLES WERE DRILLED IAW SRM 53-10-00. THE NEW PARTS WERE INSTALLED IAW SRM 51-21-01 AND 53-10-00.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1721		2/24/98 CALA9800323
INSPECTION FOUND FUSELAGE SKIN CORRODED INSIDE AND OUTSIDE AT STA 1721 BETWEEN LONGERON 47 AND 48L. THE SKIN WAS REMOVED AND PURSER WAS INSTALLED IAW SRM 51-31-01. A DOUBLER REPAIR WAS INSTALLED IAW SRM 53-20-0.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1661-1681		2/24/98 CALA9800313
INSPECTION FOUND FUSELAGE SKIN CORRODED AT STA 1661 TO 1681 BETWEEN LONGERON 43 AND 44L. THE CORRODED AREA WAS CUT OUT, REPAIR DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 53-20-00, 51-21-01, AND 51-41-01.									
5330 CALA	17087 47928	DOUG DC1030				SKIN	CRACKED FUSELAGE		2/23/98 CALA9800304
INSPECTION FOUND FUSELAGE SKIN CRACKED AT LT AIR CONDITIONING BAY NR 1 DOOR AFT UPPER CORNER. THE CRACK WAS STOP DRILLED IAW SRM 53-30-00. REPAIR DOUBLERS WERE FABRICATED AND INSTALLED 53-30-00, FIGURE 3, PAGE 19.									
5347 CALA	68044 46903	DOUG DC1010				TRACK	CORRODED CARGO COMPT		2/21/98 CALA9800287
INSPECTION FOUND AFT CARGO COMPARTMENT LT SIDE TIE DOWN TRACK CORRODED FROM FRONT TO BACK AND DRAIN HOLE WAS FOUND CLOGGED. A NEW TIE DOWN TRACK WAS FABRICATED AND INSTALLED IAW SRM 51-00-01.									
5350 CALA	17087 47928	DOUG DC1030				FITTING	GOUGED TAIL CONE		2/23/98 CALA9800305
INSPECTION FOUND TAIL CONE RT LATCH HOOK FITTING WITH SUNK RIVETS AND A GOUGE JUST FORWARD OF INNER ACCESS DOOR ASSEMBLY AREA. THE DAMAGED AREA WAS REMOVED IAW SRM 51-31-01. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-52-01 AND 51-31-01.									
5400 CALA	68044 46903	DOUG DC1010				SPAR WEB	CRACKED NR 3 PYLON		2/21/98 CALA9800294
INSPECTION FOUND A 6 INCH CRACK IN NR 3 PYLON UPPER SPAR WEB AT STA YN 200. THE CRACK WAS STOP DRILLED, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 54-20-0.									
5400 CALA	17087 47928	DOUG DC1030				ANGLE	CRACKED NR 3 PYLON		2/23/98 CALA9800308
INSPECTION FOUND A .25 INCH CRACK IN L-ANGLE ON TOP OF NR 3 PYLON AT AFT END OF HEAT EXCHANGER. THE ANGLE WAS REMOVED AND A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-30-01 AND 54-11-02.									
5720 CALA	68044 46903	DOUG DC1010				SUPPORT	CORRODED LT WING		2/23/98 CALA9800302
INSPECTION FOUND UPPER PANEL SUPPORT BEAM OF MLG FIXED SIDE BRACE CORRODED AT LT WING UPPER INBOARD TRAILING EDGE. THE AREA WAS REPAIRED IAW SRM 51-33-01.									

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5720 CALA	68044 46903	DOUG DC1010				BEAM	CORRODED LT WING TE		2/24/98 CALA9800324
INSPECTION FOUND LT WING INBOARD TRAILING EDGE CORRODED ON UPPER PANEL SUPPORT BEAM FORWARD OF MLG FIXED SIDE BRACE. THE CORRODED AREA WAS CUT OUT, A NEW BEAM SECTION AND SPLICES WERE INSTALLED IAW ECRA 5721-01005.									
5730 CALA	68044 46903	DOUG DC1010				SKIN	CRACKED LT WING		2/21/98 CALA9800295
INSPECTION FOUND THREE CRACKS MEASURING .25 INCH TO .375 INCH LONG AT OUTBOARD SCREW AT UPPER TRAILING EDGE OF DROOP LEADING EDGE SKIN OF LT WING. A DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-10-0.									
5753 UALA	1843U 46636	DOUG DC1010	GE CF66D			RIB	CRACKED RT TE FLAP		9/4/97 97UAL900753
DURING C-CHECK EDDY CURRENT INSPECTION, CRACKS WERE FOUND IN THE RIGHT-HAND OUTBOARD FLAP CLOSING RIB ASSEMBLY. *S/D* RIGHT-HAND OUTBOARD FLAP CLOSING RIB REPLACED.									
5753 CALA	17087 47928	DOUG DC1030				SKIN	PUNCTURED RT TE FLAP		2/23/98 CALA9800306
INSPECTION FOUND A HOLE IN RT INBOARD FLAP LOWER SURFACE, FOUR INCHES FORWARD OF REAR SPAR. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 57-52-01, 51-30-00, AND 51-21-01.									
5753 CALA	17087 47928	DOUG DC1030				ANGLE	CRACKED LT TE FLAP		2/23/98 CALA9800307
INSPECTION FOUND A 7 INCH CRACK IN ANGLE DOUBLER ON LT TRAILING EDGE FLAP HINGE PANEL 535JL. THE ANGLE DOUBLER WAS REMOVED. TWO DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 57-52-01 AND 51-30-01.									
7120 FDEA *****	060FE 46970	DOUG DC1010F				TRUSS BOLTS AUB7034	LOOSE NR 1 ENGINE		2/23/98 98FDEA00123
NR 1 ENGINE FWD ENGINE MOUNT TRUSS FITTING HAS 25 TO 30 BOLTS LOOSE AND 1 EA SHEARED LT AND RT. *S/D* COMPLIED WITH EA 8-5410-35982. 2-4-98.									
7230 NWAA	144JC 46753	DOUG DC1040	PWA JT9D20J			COMPRESSOR	STALLED NR 2 ENGINE		2/22/98 9803131144
DURING CRUISE AT FL370, THE NR 2 ENGINE COMPRESSOR STALLED, EGT ROSE TO 940C AND THE ENGINE WAS SHUT DOWN. A RESTART ATTEMPT AT FL330 WAS SUCCESSFUL AND THE ENGINE OPERATION WAS NORMAL FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE INSPECTED THE ENGINE PER TAFT 71-00-00, PGS 126-127 WITH NO DEFECTS NOTED. THE AIRCRAFT WAS RETURNED TO SERVICE. THE EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									
7250 UALA *****	1858U 46987	DOUG DC1030	GE CF650C2			HPT BLADE 9045M14G06	FAILED NR 3 ENGINE	4266	10/8/97 97UAL900759
AMBER ALERT WITH NR 3 ENGINE FIRE WARNING. RETURNED TO DENVER. *S/D* A HPT STAGE 2 BLADE FAILED JUST BELOW THE PLATFORM, LIBERATING THE AIRFOIL AND CAUSING SEPARATION OF TWO ADJACENT AIRFOILS. THE LIBERATED AIRFOILS CAUSED EXTENSIVE SECONDARY DAMAGE AND THE ENGINE SHUTDOWN INFLIGHT. THE BLADE FAILURE WAS CAUSED BY A CASTING DEFECT IN THE BLADE ROOT. SUBMITTER STATES THERE SHOULD BE A LIMIT THE NUMBER OF TIMES REPAIR CAN BE MADE.									
7714 SCNA	153SY 48276	DOUG DC1015				N1 INDICATOR 8DJ176WAP2	INOPERATIVE NR 3 ENGINE		12/29/97 SCNA98018
NR 3 ENGINE N1 INDICATOR STUCK AT 78 PERCENT WITH TAKEOFF POWER. ENGINE FAIL LIGHT ILLUMINATED AND TAKEOFF ABORTED. REMOVED AND REPLACED NR 3 N1 INDICATOR, FUNCTIONALLY CHECK GOOD.									
7722 SCNA	571SC 46645	DOUG DC1010				EGT HARNESS 8TE34ACJ3	INOPERATIVE NR 1 ENGINE		12/11/97 SCNA98017
AFTER DEPARTURE FROM HNL AT FLIGHT LEVEL 320, NUMBER 1 EGT BEGAN FLUCTUATING. RETURNED TO HNL. REMOVED AND REPLACED LOWER LT THERMOCOUPLE HARNESS. FUNCTIONALLY TESTED GOOD.									

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7830 NWAA	157US 46766	DOUG DC1040	PWA JT9D20			TR UNIT	MALFUNCTIONED NR 3 ENGINE		2/22/98 9803171157
DURING LANDING ROLLOUT, THE NR 3 ENGINE THRUST REVERSER DID NOT STOW AND THE ENGINE COMPRESSOR STALLED. THE EGT REACHED 1000C AND THE ENGINE WAS SHUT DOWN. MAINTENANCE INSPECTED THE ENGINE AND DEFERRED THE REVERSER PER MEL 78-1A. THE REVERSER WAS STOWED AND DEACTIVATED PER MEL DDG. EXACT PART CAUSING PROBLEM TO BE DETERMINED.									
2510 ABXA	841AX 45908	DOUG DC861			DOUG	CABLE 39010481	OUT OF ADJUST LT COCKPIT		2/19/98 ABXA9800112
CAPTAIN'S SEAT DID NOT LOCK IN PLACE AND SLID BACK INADVERTENTLY, DURING CRUISE. ADJUSTED AND LUBRICATED LOCK PIN CABLE.									
2560 IPXA	718UP 46018	DOUG DC871F				SMOKE CURTAIN	TORN CABIN		2/16/98 UPS98825812
INSPECTION TYPE:SV, MAIN CABIN SMOKE CURTAIN TORN. REMOVED AND REPLACED SMOKE CURTAIN IAW DC8-25-50-02.									
2612 CKSA	807CK 45767	DOUG DC855	PWA JT3D3B			FIRE LOOP	CHAFFING NR 2 ENGINE		2/12/98 CKSA98012
NR 2 ENG FIRE LIGHT ILLUMINATES INTERMITTENTLY INFLIGHT ACCOMPANIED BY BELL, SYSTEM CHECKS OK. FOUND FIRE LOOP CHAFING. REPOSITIONED RUBBER GROMMET, CLEANED CANNON PLUG AND LEAK CHECKED BLEED SYSTEM. OPS CHECKS GOOD IAW DC8 MM 26-2-0.									
2612 FXLA	30UA 45888	DOUG DC861				FIRE LOOP 57775631	DEFECTIVE NR 4 ENGINE		2/1/98 98ZZZM253
DURING CRUISE NR 4 ENGINE FIRE WARNING CAME ON. SHUT DOWN ENGINE AND FIRE WARNING CONTINUED. DISCHARGED FIRE EXTINGUISHER AND FIRE WARNING CEASED. GROUND INSPECTION REVEALED NO EVIDENCE OF FIRE. FOUND DETECTION ELEMENT DEFECTIVE ON LOWER ELEMENT ASSY. REPLACED ELEMENT ASSY AND CHECKED PNEUMATIC LINES FOR SECURITY. RAN ENGINE AND CHECKED OK. AIRCRAFT RETURNED TO SERVICE. (M)									
2612 ABXA	812AX 46126	DOUG DC863F	PWA JT3D7			FIRE LOOP D5020	DEFECTIVE NR 4 ENGINE		2/17/98 ABXA9800110
NR 4 ENGINE FIRE WARNING BELL SOUNDED INTERMITTENTLY. ALL FOUR ENGINES WERE TESTED. NR 4 WOULD NOT TEST. NR 4 ENGINE WAS SECURED. CSD WAS DISCONNECTED AND NR 4 FIRE BOTTLE WAS DISCHARGED. NR 4 ENGINE FIRE LOOP ELEMENT WAS FOUND TO BE DEFECTIVE. REPLACED FIRE LOOP ELEMENT IAW DC8 MM 26-10-1.									
2710 ARWA *****	1804 45896	DOUG DC862				BOLT 46494011	SHEARED LTAILERON		2/24/98 ARWA980207
UNABLE TO MOVEAILERONS IN MANUAL TO RIGHT, UNABLE TO MOVE RIGHT RUDDER PEDAL. UPON FURTHER INSPECTION FOUND SHEARED BOLT AT LT MANUAL REVERSION MECHANISM LINKAGE JAMMING LINKAGE. REMOVED AND REPLACED BOLT,AILERON REVERSION SYSTEM OPS. CHECKED NORMAL IN MANUAL MODE IAW M/M 27-11-8. FOUND RUDDER SYSTEM TO OPS CHECKED NORMAL IN MANUAL REVERSION AND NORMAL MODE IAW M/M 27-21-0. NO DEFECTS NOTED AT THIS TIME.									
5210 CKSA	811CK 46147	DOUG DC863F				SKIN	CRACKED PAX DOOR		2/10/98 CKSA98024
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, FWD PASSENGER DOOR EXT SKIN AFT UPPER CORNER OLD REPAIR CRACKED SECTION MISSING. REMOVED DAMAGED REPAIR IAW DC8 SRM 51-1-21. FABRICATED NEW REPAIR PER DC8 SRM 52-2-3 FIG 10. OK TO TREAT AND PRIME. REPAIRED AND AREA TREATED AND PRIMED PER DC8 SRM 51-1-8. DRILLING NEW REPAIR PER DC8 SRM 51-3-2 OK TO INSTALL REPAIR 34.5 BY 5.5 7075-T6 - 0.50. INSTALLED REPAIR IAW DC8 SRM 52-2-3 FIG 10. NON-ROUTINE ITEM WORK CARD 0017.									
5210 IPXA	752UP 45952	DOUG DC871F				FRAME	CRACKED L-1 DOOR		2/9/98 UPS98825844
INSPECTION TYPE-C, MAIN ENTRY DOOR LWR FRAME HAS A CRACK AND DEEP GOUGE. REPAIRED CRACKED FRAME IAW SRM 52-2-0 FIG 2.									
5210 IPXA	752UP 45952	DOUG DC871F				WEB 5615403197	CRACKED L-1 DOOR		2/9/98 UPS98825843
INSPECTION TYPE-C, MAIN ENTRY DOOR LWR AFT WEB IS BENT AND CRACKED. REMOVED FABRICATED AND INSTALLED REPLACEMENT WEB IAW SRM 53-3-2.									

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5210 IPXA	752UP 45952	DOUG DC871F				INTERCOSTAL	CRACKED PAX DOOR		2/9/98 UPS98825887
INSPECTION TYPE-C, MAIN ENTRY DOOR INTERCOSTAL HAS CRACK IN THE RADIUS AS VIEWED THRU UPPER FWD LIGHTENING HOLE. REPAIRED IAW SRM 52-3-2.									
5230 DHLA	806DH 46002	DOUG DC873F				ANGLE	CRACKED CARGO DOOR		2/11/98 DHL9880629C
AT C-CHECK, FWD LOWER CARGO COMPT C-1 INNER L-35 I/B AND O/B T/E ANGLES CRACKED AT FS 280. REMOVED DAMAGED SECTION OF TIE ANGLE AT 35L, I/B SIDE FROM FS 310 AND FABRICATED FILLER FROM EXTRUSIO. REMOVED DAMAGED SECTION OF TIE ANGLE FROM O/B FS 307 TO 315 AND FABRICATED FILLER 8 LONG. INSTALLED PER EO MMC382N0804 AND SRM 51-1-20D.									
5230 DHLA	806DH 46002	DOUG DC873F				FITTING 97540552	CRACKED CARGR DOOR		1/13/98 DHL9880630C
AT C-CHECK, SLIDE DOOR AFT CARGO AFT COMPT SLIDE DOOR LOWER AFT DOOR COVER SUPPORT FITTING IS CRACKED. REMOVED AND REPLACED SUPPORT FITTING PER SRM 51-1-21.									
5230 DHLA	806DH 46002	DOUG DC873F				ANGLE	CRACKED CARGO DOOR		1/12/98 DHL9880613C
AT C-CHECK, MAIN CARGO DOOR FWD LOWER CORNER SEAL RETAINER ANGLE CRACKED AT RADIUS. STOP DRILL AND FABRICATED REPAIR PER SRM 51-18, 2 FT X 2 FT.									
5250 ABXA	848AX 46032	DOUG DC861			DOUG	LATCH AR25291	OUT OF ADJUST COCKPIT DOOR		2/23/98 ABXA9800113
COCKPIT DOOR WOULD NOT OPEN. ADJUSTED DOOR LATCH IAW DC8 MM, OPS CHECKED GOOD.									
5280 DHLA	806DH 46002	DOUG DC873F				BRACKETT	CRACKED LT MLG DOOR		1/8/98 DHL9880615C
AT C-CHECK, LT MAIN LANDING GEAR STRUT CENTER DOOR AFT LOWER BRACKET CRACKED AT I/B ATTACH POINT. REMOVED AND REPLACED BRACKET PER MM 32-1-21.									
5280 DHLA	806DH 46002	DOUG DC873F				BRACKET	CRACKED RT MLG DOOR		2/8/98 DHL9880614C
AT C-CHECK, RT MAIN LANDING GEAR STRUT CENTER DOOR AFT LOWER SUPPORT BRACKET CRACKED AT I/B AND O/B ATTACH POINTS. REMOVED AND REPLACED BRACKET PER MM 32-12-1.									
5311 IPXA	866UP 45966	DOUG DC873F				FRAME 3646688505	CRACKED BS 660		2/5/98 UPS98825836
INSPECTION TYPE:C FWD ACC COMP AT STA 660 BELOW STR 21R, FRAME HAS A 3 INCH CRACK NEAR RADIUS. REMOVED AND REPLACED FRAME SECTION IAW DWG 364688 AND SRM 51-1 20-D.									
5311 DHLA	806DH 46002	DOUG DC873F				FRAME	CRACKED BS 980		1/13/98 DHL9880632C
AT C-CHECK, AFT BAGGAGE COMPARTMENT FWD BULKHEAD AT STA 980, GILL LINER FRAME SUPPORT IS DAMAGED AT UPPER AND LOWER AREAS. CUT OUT DAMAGED SECTION, FABRICATED REPAIR AND INSTALLED PER SRM 51-1-21, 3 X 10.									
5311 DHLA	806DH 46002	DOUG DC873F				FRAME	CRACKED BS 190		2/11/98 DHL9880631C
AT C-CHECK, FWD SERVICE DOOR CUTOUT AFT CIRCUMFERENTIAL FRAME AT STA 190 L-20R HAS INTERM REPAIR FRAME CRACKED IN HALF. REMOVED PREVIOUS REPAIR DOUBLER AND FABRICATED NEW REPAIR DOUBLERS PER EO MMC382N0807, 7.5 X 4.0 X 1.6.									
5312 IPXA	703UP 45939	DOUG DC871F				BULKHEAD BEAM	CORRODED BS 1756		1/23/98 UPS98825839
INSPECTION TYPE:D CHECK, FORWARD SIDE OF AFT PRESSURE BULKHEAD VERTICAL BEAM FWD CAP IS CORRODED ON RIGHT SIDE 8 FROM TOP. REMOVED CORROSION ALODINED AND PRIMED IAW DC8 SRM 51-1-8.									

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5312 DHLA	806DH 46002	DOUG DC873F				WEB BULKHEAD	CRACKED BS 1766		1/20/98 DHL9880611C
AT C-CHECK, REAR PRESSURE BULKHEAD FWD SIDE AT FS 1766 LEFT SIDE BULKHEAD WEB BETWEEN LONGERON 10 AND 11 HAS .25 INCH CRACK. CUT OUT SECTION AND INSTALLED REPAIR PER SRM 53-2-5.									
5312 DHLA	806DH 46002	DOUG DC873F				BULKHEAD ANGLE	CRACKED BS 1766		1/26/98 DHL9880617C
AT C-CHECK, PRESSURE BULKHEAD AFT AT STA 1766 RT SIDE AT S-12 AT DOUBLER ANGLE HAS 5 CRACK. STOP DRILLED .250 AND FABRICATED REPAIR ANGLE PER SRM 53-2-3. INSTALLED REPAIR DOUBLER PER SRM 53-2-85.									
5312 DHLA	806DH 46002	DOUG DC873F				BULKHEAD	CRACKED BS 1766		1/20/98 DHL9880608C
AT C-CHECK, REAR PRESSURE BULKHEAD FWD SIDE AT FS 1766 RT SIDE OF BULKHEAD BETWEEN LONGERON 10 AND 11 HAS 3.5 INCH CRACK. CUT OUT CRACK AND FABRICATED REPAIR DOUBLER AND INSTALLED DOUBLER REPAIR PER SRM 53-2-5.									
5313 CKSA	811CK 46147	DOUG DC863F				LONGERON	DAMAGED BS 120		2/10/98 CKSA98021
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, DAMAGE LOWER FUSELAGE FS 120.0 STRINGER 35R AND 34R. CUT OUT DAMAGED SECTION OF SKIN AND FABRICATED REPAIR DOUBLER, FILLER PLATE AND FINGER DOUBLERS IAW SRM 53-2-1. CUT OUT DAMAGED SECTION OF LONGERON AND PREPARE A NEW SECTION OF LONGERON AND SPLICES IAW SRM 53-2-2 OK TO TREAT AND PRIME REWORK AREA, REPAIR DOUBLER, FILLER PLATE, FINGER DOUBLERS, LONGERON AND SPLICES: TREATED AND PRIMED IAW SRM 51-1-8. NON-ROUTINE ITEM WORK CARD NUMBER 0011.									
5313 IPXA	752UP 45952	DOUG DC871F				LONGERON	CORRODED WS 35-55		2/9/98 UPS98825806
INSPECTION TYPE-C, LONGERON 30R FS 35 TO 55 HAS HEAVY CORROSION AND OUT OF LIMITS. REMOVED AND REPLACED LONGERON IAW SRM 51-1-20D.									
5313 IPXA	866UP 45966	DOUG DC873F				LONGERON	CRACKED BS 960-980		2/7/98 UPS98825807
INSPECTION TYPE:C LONGERON 24R, CRACK HAS EXTENDED BEYOND PREVIOUS STOP DRILL AFT PAST 980 BULKHEAD AND HAS EXTENDED PAST STOP DRILL AT F/S 968 FWD TO F/S 962. REMOVED EXISTING REPAIR F/S 960-980, REMOVED LOWER FITTING F/S 960 IAW SRM 51-1-20. STOP DRILLED CRACKS IAW SRM 53-2-2 FIG 5. NDT CHECK CONFIRMED CRACK TERMINATED BY STOP DRILL. REINSTALLED EXISTING REPAIR, AND FITTING IAW SRM 51-1-20D.									
5313 DHLA	806DH 46002	DOUG DC873F				STRINGER	CORRODED BS 1250-1270		2/11/98 DHL9880628C
AT C-CHECK, CUSP EXTRUSION LT AT STA 1260 CORRODED. FOUND LEVEL 2 EXFOLIATED CORROSION. REMOVED DAMAGED AREA FROM FS 1250 TO 1270, FABRICATED EXTRUSION AND INSTALLED PER EO MMC 382N0820 AND SRM 53-2-5.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	FITTING 3779659501	CRACKED BS 902		1/6/98 ABXA9800105
LONGERON END FITTING CRACKED AFT OF STATION 902 LONGERON 3L. REPLACED LONGERON END FITTING IAW SRM 51-1-21.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	INTERCOSTAL 5750726	CRACKED BS 246-260		1/27/98 ABXA9800106
INTERCOSTAL CRACKED FS 246-260 LONGERON 33L. REPAIRED IAW DC8 SRM 51-1-20.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	SUPPORT 5616673	CRACKED BS 1440		1/29/98 ABXA98108
SUPPORT WEB CRACKED AT AFT LOWER CORNER AT STA 1440 BL 0 IN NR 4 CARGO COMPARTMENT. REPAIRED IAW DC8 SRM 53-2-0.									

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5320 ABXA	846AX 46158	DOUG DC861F			DOUG	TIE FITTING 4758514517	CRACKED BS 1138		2/8/98 ABXA9800102
INTERCOSTAL TIE FITTING CRACKED AT STA 1138 ABOVE LONGERON 33R. REPAIRED IAW DACO DWG 4758514 AND SRM 51-18.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 1695		1/23/98 UPS98825829
INSPECTION TYPE:D CHECK, STA 1695 BATH TUB FITTING CRACKED AT LONGERON 26 LEFT. REMOVED BATH TUB FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-10-21 ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FITTING IAW DC8 SRM 51-1-21 AND 51-1-20D. TORQUED BOLT IAW DC8 SRM 51-3-1.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 1695		1/23/98 UPS98825828
INSPECTION TYPE:D CHECK, STA 1695 BATH TUB FITTING CRACKED AT LONGERON 30 LEFT. REMOVED BATH TUB FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-1-21. ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FITTING IAW DC8 SRM 51-1-21 AND 51-1-20D. TORQUED BOLT IAW DC8 SRM 51-3-1.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 1685		1/23/98 UPS98825827
INSPECTION TYPE:D CHECK, STA 1685 BATH TUB FITTING CRACKED AT LONGERON 34 LEFT. REMOVED BATH TUB FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-1-21 A ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED FITTING IAW DC8 SRM 51-1-21 AND 51-1-20D. TORQUED BOLT IAW DC8 SRM 51-3-1.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 1695		1/23/98 UPS98825826
INSPECTION TYPE:D CHECK, STA 1695 BATH TUB FITTING CRACKED AT LONGERON 30 RIGHT. REMOVED BATH TUB FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-1-21 ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED NEW FITTING IAW DC8 SRM 51-1-21 AND 51-1-20D. TORQUED IAW DC8 SRM 51-3-1 .									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 1695		1/23/98 UPS98825825
INSPECTION TYPE:D CHECK, STA 1695 BATH TUB FITTING CRACKED AT LONGERON 28 RIGHT. REMOVED BATH TUB FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-1-21 ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED NEW FITTING IAW DC8 SRM 51-1-21 AND 51-1-20D. TORQUES IAW DC8 SRM 51-3-1 .									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 320		1/24/98 UPS98825823
INSPECTION TYPE:D CHECK, LOWER FWD CARGO COMPT STATION 320.000 LONG 33 LEFT TO LONG 32 LEFT, CORRODED BATHTUB FITTING. REMOVED AND FITTING IAW DC8 SRM 51-1-20D. RECEIVED NEW PART NR 3755822 05N LOCATED AND DRILLED NEW PART IAW DC8 SRM 51-3-2. REMOVED CORROSION AT STRUT AND HOLES IAW DC8 SRM 51-1-8. ALODINED AND PRIMED IAW DC8 SRM 51-1-8. INSTALLED NEW PART IAW DC8 SRM 51-1-50D.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 1695		1/23/98 UPS98825824
INSPECTION TYPE:D CHECK, STA 1695 BATH TUB FITTING CORRODED AT LONGERON 26 RIGHT. REMOVED BATH TUB FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51-1-21 ALODINED AND PRIMED IAW DC8 SRM 51-1-8 INSTALLED NEW FITTING IAW DC8 SRM 51-1-21 AND 51-1-20D. TORQUED BOLTS IAW DC8 SRM 51-3-1 .									
5320 IPXA	752UP 45952	DOUG DC871F				SHEAR TIE 575083766	CRACKED BS 641		2/8/98 UPS98825845
INSPECTION TYPE-C, STA 641 BETWEEN STR 26R TO 27R, SHEAR TIE HAS A 2 INCH CRACK. REMOVED FABRICATED AND INSTALLED REPLACEMENT SHEAR TIE IAW SRM 53-4-1 FIG 40 AND DWG 5750837.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING 37540231N	CRACKED NR 1 CARGO COMPT		2/11/98 UPS98825842
INSPECTION TYPE-C, NR 1 PIT AFT LWR T-BOLT STOP FITTING IS CRACKED ON THE LWR LEG. REMOVED AND REPLACED FITTING IAW SRM 53-2-0 FIG 2D.									

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5320 IPXA	752UP 45952	DOUG DC871F				DOUBLER 5649028	CORRODED BS 35-55		2/9/98 UPS98825862
INSPECTION TYPE-C, INTERNAL DOUBLER HAS HEAVY CORROSION O/B OF LONGERON 30R BETWEEN FS 35 TO 55. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT DOUBLER IAW DWG 5649028 AND SRM 51-1-20.									
5320 IPXA	752UP 45952	DOUG DC871F				SUPPORT 575071571	CORRODED BS 1040-1060		2/17/98 UPS98825863
INSPECTION TYPE-C, FS 1040 TO 1060 ABOVE STR 33R FLOOR SUPPORT ANGLE HAS CORROSION REMOVAL WENT OUT OF LIMITS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT ANGLE IAW SRM 53-11-0 AND 51-1-21.									
5320 IPXA	752UP 45952	DOUG DC871F				SHEAR TIE 3755822505	CORRODED BS 300		2/11/98 UPS98825880
INSPECTION TYPE-C, SHEAR TIE FITTING AT FS 300 LONG 30L HAS MODERATE CORROSION AROUND FASTENERS. REMOVED AND REPLACED SHEAR TIE FITTING IAW SRM 53-2-0.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING 4611067D	CORRODED BS 70		2/10/98 UPS98825888
INSPECTION TYPE-C, LONGERON 33R END FITTING AFT SIDE OF FS 70 IS EXFOLIATED (HEAVY CORROSION). REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				TIE FITTING 4758514519N	CRACKED BS 1232		2/11/98 UPS98825881
INSPECTION TYPE-C, FS 1232 AT STR 33R INTERCOSTAL TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING 36431112	CRACKED BS 781		2/11/98 UPS98825885
INSPECTION TYPE-C, MAIN CARGO DECK UPPER SURFACE WING CTR SECTION FS 781 RBL 62 CORROSION BETWEEN 2 FASTENERS AND CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING 4612650N	CRACKED BS 8 LT		2/9/98 UPS98825882
INSPECTION TYPE-C, LONGERON 33L FITTING AT FS 8 IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING 4612650N	CORRODED BS 8 RT		2/16/98 UPS98825884
INSPECTION TYPE-C, LONG 33R FITTING FS 8 CORROSION REMOVAL BEYOND LIMITS. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	752UP 45952	DOUG DC871F				FITTING 47117221	CRACKED BS 8		2/9/98 UPS98825883
INSPECTION TYPE-C, LONGERON 34R FITTING AT FS 8 IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	866UP 45966	DOUG DC873F				FITTING	CRACKED BS 680		2/5/98 UPS98825821
INSPECTION TYPE:C, FWD ACC COMP AT STA 680 RBL 24, SEAT TRACK SUPPORT FITTING IS CRACKED. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT FITTING IAW SRM 51-1-20D AND DWG 5773275.									
5320 DHLA	806DH 46002	DOUG DC873F				FITTING	CRACKED BS 1038		2/10/98 DHL9880606C
AT C-CHECK, UPPER FUSELAGE STA 1038 RT BETWEEN LONGS 2 AND 3 SPLICE FITTING ATTACH FUSELAGE SKIN HAS .75 INCH CRACK. REMOVED AND REPLACED FITTING PER SRM 51-1-20.									

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5320 DHLA	806DH 46002	DOUG DC873F				FITTING	CORRODED BS 122		1/29/98 DHL9880627C
AT C-CHECK, LOWER AFT FUS C-3 DOOR COMPT UNDER SLIDING DOOR INNER SUPPORT FITTING AT FS 122 AND L35R CORRODED. REMOVED CORROSION, REMOVED FITTING, FABRICATED ANGLE AND INSTALLED PER SRM 53-2-0. FITTING 125 X 3.5 X .93 X 1.81.									
5320 DHLA	806DH 46002	DOUG DC873F				BRACKET	CRACKED BS 1420		2/2/97 DHL9880636C
AT C-CHECK, AFT BAGGAGE COMPARTMENT AFT CARGO DOOR STA 1420 CEILING AREA JUST BEHIND DOOR HINGE AREA BRACKET IS CRACKED. REMOVED AND REPLACED DAMAGED BRACKET PER SRM 51-1-21.									
5320 DHLA	806DH 46002	DOUG DC873F				JAMB	DAMAGED SERVICE DOOR		2/11/98 DHL9880624C
AT C-CHECK, FWD RT SERVICE DOOR INTERIOR LOWER AFT JAMB TORN. CUT OUT DAMAGED SECTION AND FABRICATED REPAIR DOUBLER PER EO MMC382N1039. FABRICATED INNER WEB PER SRM 53-10-0.									
5320 DHLA	806DH 46002	DOUG DC873F				SILL	DENTED B 2 DOORWAY		1/6/98 DHL9780601C
AT C-CHECK, B-2 DOOR SILL DENTED. REMOVED AND REPLACED SILL PER SRM 51-21-21.									
5320 DHLA	806DH 46002	DOUG DC873F				FITTING	CORRODED BS 1280		2/11/98 DHL9880637C
AT C-CHECK, AFT BAGGAGE COMPT LT SIDE TUNNEL AT STA 1280 L-1 CORROSION ON VERTICAL SUPPORT UNDER ANCHOR NUTS. REMOVED FITTING AND REPLACED PER DWG 3773077 AND SRM 51-1-20.									
5320 DHLA	806DH 46002	DOUG DC873F				FITTING	CRACKED BS 1180		1/16/98 DHL9880605C
AT C-CHECK, AFT BAGGAGE COMPT JUST UNDER SLIDING DOOR AT STA 1180 BETWEEN L29L AND L28L, FITTING CRACKED. REMOVED AND REPLACED FITTING PER SRM 53-2-0.									
5320 DHLA	806DH 46002	DOUG DC873F				HOUSING	CRACKED CARGO COMPT		1/9/98 DHL9880634C
AT C-CHECK, REAR CARGO COMPT AFT CARGO DOOR UPPER CEILING AREA METAL HOUSING NEXT TO DOOR HINGE IS CRACKED. STOP DRILLED AND INSTALLED REPAIR DOUBLER 4 X 3 PER SRM 53-2-0.									
5320 DHLA	806DH 46002	DOUG DC873F				SUPPORT	CORRODED BS 1080-1120		2/11/98 DHL9880633C
AT C-CHECK, AFT CARGO COMPT RT SIDE TUNNEL AREA BETWEEN STA 1080 AND 1120 CORROSION ON VERTICAL SUPPORT. REMOVED FITTING, FABRICATED AND INSTALLED NEW FITTING PER SRM 51-1-21.									
5330 IPXA	866UP 45966	DOUG DC873F				SKIN	LIGHTNING STRIKE BS 84		2/7/98 UPS98825835
INSPECTION TYPE:C, LIGHTNING STRIKE AT FS 84 LONG 21R, FOUND TO BE OUT OF LIMITS. REPAIRED EXTERNAL SKIN AT STA 84 LONG 21R IAW SRM 53-2-1 FIG 7.									
5330 DHLA	806DH 46002	DOUG DC873F				SKIN	CRACKED LT FUESLAGE		2/13/98 DHL9880619C
AT C-CHECK, TEMP SKIN REPAIR LOCATED BELOW NR 5 MCD FLOOR LATCH PIN COMING APART. REMOVED, REPAIRED AND FABRICATED DOUBLER PER SRM 51-1-8.									
5330 DHLA	806DH 46002	DOUG DC873F				SKIN	TORN PAX DOORWAY		2/2/98 DHL9880635C
AT C-CHECK, MAIN ENTRY DOOR LOWER FWD I/B FRAME SKIN TORN .5. REMOVED DAMAGED SECTION OF SKIN AND FABRICATED NEW .5 X 10.5 PER SRM 51-1-21.									

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5330 DHLA	806DH 46002	DOUG DC873F				SKIN	TORN CARGO DOORWAY		2/11/98 DHL98806118
AT C-CHECK, C2 CARGO DOOR LOWER FWD CORNER CUTOUT SKIN TORN. TRIMMED DAMAGED AREAS AND FABRICATED REPAIR DOUBLER PER SRM 51-1-8. INSTALLED DOUBLER AND TRIPLER PER SRM 53-2-0.									
5330 IPXA	818UP 46108	DOUG DC873F				SKIN	DAMAGED CARGO DOORWAY		2/16/98 UPS98825820
HOLE AND BULGE IN BELLY SKIN AT STRINGER 36 UNDER AND ABOUT 2 FT FWD OF NR 2 PIT DOOR. REPAIRED DAMAGED SKIN IAW EO DC8-5330-10030-A SEE EO FOR SIGN-OFFS.									
5347 IPXA	866UP 45966	DOUG DC873F				SEAT TRACK	CORRODED BS 1130		2/7/98 UPS98825801
INSPECTION TYPE-C, FS 1130 LBL 44 TRACK IS CORRODED BEYOND ALLOWABLE LIMITS. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT SECTION OF TRACK IAW SRM ADDN DC8-5320-8309-B.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK 3657504	WORN COCKPIT		1/29/98 DHL9880646C
AT C-CHECK, FLIGHT ENGINEERS SEAT TRACK ELONGATED HOLES. REMOVED AND REPLACED TRACK PER SRM 53-3-0.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN BS 60		1/4/98 DHL9880639C
AT C-CHECK, SEAT TRACK NR 4 AT STA 60 SLOTS WORN OUT. CUT OUT DAMAGED SECTION AND REPLACED PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN RT COCKPIT		1/2/98 DHL9880645C
AT C-CHECK, ELONGATED HOLED ON COPILOT SEAT TRACK. REMOVED REPAIR TEE FWD TRACKS PER SRM 51-1-20D, MILLING DOWN ENTIRE SURFACE DEPTH OF .5 IN. FABRICATED STRAPS AND INSTALLED PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 510		1/14/98 DHL9780673C
AT C-CHECK, MAIN CARGO COMPT FS 510 LINE NR 3 FLOOR TRACK HOLES ELONGATED. CUT OUT DAMAGED SECTION AND FABRICATED REPAIR PLUG PER SRM 53-2-3.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	WORN BS 1600		1/12/98 DHL9880649C
AT C-CHECK, FUS STA 1600, LINE NR 6 FLOOR TRACK WORN AND DAMAGED. REMOVED SECTION, INSTALLED SPLICED AND NEW TRACK PER SRM 53-21-2, 40 LONG.									
5347 DHLA	806DH 46002	DOUG DC873F				FLOOR TRACK	DAMAGED BS 60		1/28/98 DHL98806100
AT C-CHECK, FS 60 LINE NR 2 FLOOR TRACK DAMAGED. REMOVED DAMAGED TRACK AND FABRICATED REPAIR PER SRM 53-2-3, 95 OF TRACK REPLACED.									
5347 DHLA	806DH 46002	DOUG DC873F				SEAT TRACK	WORN BS 600		1/27/98 DHL9880648C
AT C-CHECK, FUS STA LINE NR 6 FLOOR TRACK WORN. CUT OUT DAMAGED AREA, FABRICATED PLUG AND INSTALLED PER SRM 53-2-3.									
5414 DHLA	806DH 46002	DOUG DC873F				FAIRING	DELAMINATED NR 4 PYLON		1/11/98 DHL9880644C
AT C-CHECK, PYLON NR 4 ON RT SIDE OF PYLON ABOVE EXHAUST CASE AFT COWL FAIRING TO PYLON DELAMINATING. REMOVED, REPAIRED AND INSTALLED FAIRING PER SRM 51-3-0.									

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5414 DHLA	806DH 46002	DOUG DC873F				PLATE	WORN NR 2 PYLON		1/16/98 DHL9880618C
AT C-CHECK, 32 PYLON STRINGER FWD END WORN BY CHAFING. REMOVED WORN PLATE, FABRICATED NEW PLATE PER SRM 54-3-1 AND INSTALLED PER SRM 51-1-21.									
5510 ABXA	846AX 46158	DOUG DC861F			DOUG	ANGLE 3653396	CRACKED HORIZ STAB		2/8/98 ABXA9800101
UPPER L-ANGLE CRACKED ON LEFT HORIZONTAL STABILIZER OUTBOARD TIP. FABRICATED AND INSTALLED REPAIR PER REA D855-2265-MR.									
5511 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 56545137	CRACKED RT HORIZ STAB		1/29/98 ABXA9800107
RIGHT HORIZONTAL STABILIZER LEADING EDGE RIB LWR ARM CRACKED AT STA XFS 141.250. REPAIRED IAW DC8 SRM 55-31.									
5522 CKSA	811CK 46147	DOUG DC863F				SKIN	DAMAGED LT ELEVATOR		2/10/98 CKSA98027
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, LT ELEVATOR AT STA XE 221.0 WEB SKIN FOR HINGE CUTOUT IS DAMAGED AND CRACKED. REMOVED DAMAGED SECTION OF SKIN AND FABRICATED NEW ONE AS PER SAMPLE USING SAME THICKNESS SAME MATERIAL IAW SRM 55-4-1. OK TO TREAT AND PRIME. TREATED AND PRIMED IAW SRM 51-1-8 OK TO INSTALL. INSTALLED NEW SKIN IAW SRM 51-1-21 SIZE OF SKIN, .040 BY 3.5 BY 2 2024-T3. NON-ROUTINE ITEM WORK CARD 0030.									
5522 CKSA	811CK 46147	DOUG DC863F				SKIN	DAMAGED LT ELEVATOR		2/10/98 CKSA98028
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, LT ELEVATOR AT STA XE 149.0 WEB SKIN FOR HINGE CUT OUT IS DAMAGED AND CRACKED. REMOVED DAMAGED SECTION OF SKIN AND FABRICATED NEW ONE AS PER SAMPLE USING SAME THICKNESS SAME MATERIAL IAW SRM 55-4-1. OK TO TREAT AND PRIME, TREATED AND PRIMED IAW SRM 57-1-8 OK TO INSTALL. INSTALLED NEW SKIN IAW SRM 51-1-21 SIZE OF SKIN, .040 BY 3.5 BY 2 2024-T3. NON-ROUTINE ITEM WORK CARD 0031.									
5522 CKSA	811CK 46147	DOUG DC863F				SKIN	CRACKED LT ELEVATOR		2/10/98 CKSA98025
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, LT ELEV HINGE CUT-OUT AT XE 77.000 SKIN EDGES CRACKED. REMOVED DAMAGED SECTION OF SKIN AND FABRICATED NEW ONE AS PER SAMPLE USING SAME THICKNESS SAME MATERIAL IAW SRM 55-4-1. OK TO TREAT AND PRIME. TREATED AND PRIMED IAW SRM 51-1-8 OK TO INSTALL. INSTALLED NEW SKIN IAW SRM 51-1-21 SIDE OF SKIN, .040 BY 5 BY 2 - 2024-T3. NON-ROUTINE ITEM WORK CARD 0023.									
5522 CKSA	811CK 46147	DOUG DC863F				SKIN	DAMAGED LT ELEVATOR		2/10/98 CKSA98026
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, LT ELEVATOR AT STA XE 272.0 WEB SKIN FOR HINGE CUTOUT IS DAMAGED AND CRACKED. REMOVED DAMAGED SECTION OF SKIN AND FABRICATED NEW ONE AS PER SAMPLE USING SAME THICKNESS SAME MATERIAL IAW SRM 55-4-1. OK TO TREAT AND PRIME. TREATED AND PRIMED IAW SRM 51-1-8 OK TO INSTALL. INSTALLED NEW SKIN IAW SRM 51-1-21 SIZE OF NEW SKIN, .040 BY 3.5 BY 2 2024-T3. NON-ROUTINE ITEM WORK CARD 0029.									
5522 DHLA	806DH 46002	DOUG DC873F				FAIRING	DENTED LT ELEVATOR		1/6/98 DHL9880623C
AT C-CHECK, LEFT ELEVATOR AT ELEVATOR MOUNT FITTING CUTOUTS UPPER AND LOWER FAIRINGS DENTED, CRACKED AND BENT. STRAIGHTENED DEFORMITY, RESTORED TO ORIGINAL CONTOUR. TRIMMED CRACKED AREA, PERFORMED DYE PEN AND NO CRACK NOTED.									
5530 IPXA	703UP 45939	DOUG DC871F				BRACKET	CORRODED BS 1720		1/23/98 UPS98825831
INSPECTION TYPE:D CHECK, VERTICAL STAB FRONT SPAR ATTACH ANGLE IS CORRODED STA 1720 AT LONGERON 13 RIGHT. REMOVED CORROSION FROM VERTICAL STAB FRONT SPAR ATTACH ANGLE AT FS 1720 LONGERON 13 RIGHT IAW DC8 SRM 51-1-8 ALODINED AND PRIMED AREA IAW DC8 SRM 51-1-8									
5531 IPXA	703UP 45939	DOUG DC871F				SPAR	CORRODED VERT STAB		1/23/98 UPS98825830
INSPECTION TYPE:D CHECK, VERTICAL STABILIZER FRONT SPAR LOWER CAP CORRODED STA 1750 FROM X 10 TO X 30. REMOVED CORROSION FROM VERTICAL STAB FRONT SPAR LOWER CAP AT FS 1750 FROM X30 TO X10 IAW DC8 SRM 51-1-8. ALODINED AND PRIMED AREA IAW DC 8 SRM 51-1-8									

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5531 IPXA	703UP 45939	DOUG DC871F				SPAR	CORRODED VERT STAB		1/23/98 UPS98825837
INSPECTION TYPE:D, CK VERTICAL STABILIZER FRONT SPAR CORRODED STA 1730 AT LONGERON 11 RIGHT. REMOVED CORROSION FROM FRONT SPAR OF VERTICAL STABILIZER IAW DC8 SRM 51-1-8 ALODINED AND PRIMED AREA IAW DC8 SRM 51-1-8.									
5531 IPXA	703UP 45939	DOUG DC871F				SPAR	CORRODED VERT STAB		1/23/98 UPS98825838
INSPECTION TYPE:D CHECK VERTICAL STABILIZER 5 LEFT FRONT SPAR CORRODED STA 1700-1740 FROM LONGERON 9 LEFT TO 18 LEFT (AFT CABIN). REMOVED CORROSION IAW 51-1-8 TIMCO RFTS ENGINEERING DISPOSITION ALODINED AND PRIMED IAW DC8 SRM 51-1-8.									
5540 DHILA	806DH 46002	DOUG DC873F				ANGLE	CRACKED RUDDER		1/19/98 DHL9880640C
AT C-CHECK, RUDDER ANGLE AT BASE LEFT SIDE CRACKED AND CORRODED. STOP DRILLED AND FABRICATED DOUBLER PER SRM 57-2-0 AND INSTALLED PER SRM 51-1-21.									
5540 DHILA	806DH 46002	DOUG DC873F				WEB	CRACKED RUDDER		1/16/98 DHL9880612C
AT C-CHECK, RUDDER STA ZR 283 IN MOUNT HINGE CUTOUT LOWER SIDE SKIN WEB HAS CRACK AND DENT. REMOVED DAMAGED WEB AND FABRICATED NEW PER SRM 55-6-0, INSTALLED WEB SRM 51-1-21.									
5540 DHILA	806DH 46002	DOUG DC873F				ANGLE	CRACKED RUDDER		1/4/98 DHL9880641C
AT C-CHECK, RUDDER ANGLE AT BASE LEFT SIDE CRACKED AND DISTORTED. REMOVED DAMAGED ANGLE AND INSTALLED NEW PER SRM 51-3-0, 25 X 2.5									
5542 DHILA	806DH 46002	DOUG DC873F				SKIN	CORRODED RUDDER		1/12/98 DHL9880620C
AT C-CHECK, RUDDER AT STA ZR Z83 IN MOUNT HINGE CUTOUT TOP SKIN WEB AREA CORRODED. FOUND LEVEL 2 CORR. REMOVED WEB AND FABRICATED NEW PER SRM 55-1-0, 11.75 X 7.80. INSTALLED PER SRM 51-1-21.									
5542 DHILA	806DH 46002	DOUG DC873F				SKIN	WRINKLED RUDDER		1/4/98 DHL9880642C
AT C-CHECK, RUDDER AT STA ZR 284.75 RT SIDE SKIN WRINKLED. CUT OUT DAMAGED SECTION OF SKIN FROM ZR 295 TO ZR 272. 2 AND FABRICATED REPAIR SPLICE FROM ZR 295 37 X 2.5 AND REPLACEMENT SKIN 25 X 37 PER SRM 51-1-8 AND EO MMC283N0597. RUDDER REBALANCED PER MM 51-4-6.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS I6.225		2/10/98 UPS98825805
INSPECTION TYPE-C, RT WING L/E AT STA XOLDI 6.225 THE UPPER L/E RIB HAS A 2 INCH CRACK AT MID SPAN. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 628.75		2/10/98 UPS98825804
INSPECTION TYPE-C, RT WING L/E AT STA XFS 628.750 THE L/E UPPER RIB IS CRACKED AT THE AFT END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 635		2/10/98 UPS98825803
INSPECTION TYPE-C, RT WING L/E AT STA XFS 635.00 THE UPPER L/E RIB IS CRACKED AT THE AFT END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 366.5		2/6/98 UPS98825811
INSPECTION TYPE:C, LT WING L/E LWR ARM OF RIB CRACKED BY GUSSET AT STA XFS 366.500. REPAIRED IAW SRM 57-2-0.									

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5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 791		2/17/98 UPS98825809
INSPECTION TYPE:C LT WING L/E AT STA XFS 791.0. THE L/E RIB IS CRACKED AT THE LOWER AFT END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 647.5		2/6/98 UPS98825819
INSPECTION TYPE:C RT WING L/E AT STA XFS 647.500, THE UPPER L/E RIB IS CRACKED AT AFT END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 628.75		2/6/98 UPS98825810
INSPECTION TYPE:C, RT WING L/E AT STA XFS 628.750, THE UPPER L/E RIB IS CRACKED AT THE AFT END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 816.25		2/6/98 UPS98825832
INSPECTION TYPE:C LT WING L/E RIB UPPER AND LOWER ARMS ARE CRACKED BY THE AFT FASTENER AT STA XFS816.250. REPAIRED CRACKED RIB IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 7095		2/7/98 UPS98825802
INSPECTION TYPE-C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA XILD 7095. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 578.75		2/6/98 UPS98825833
INSPECTION TYPE:C LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.578.750. REPAIRED CRACKED L/E RIB IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 741.25		2/6/98 UPS98825815
INSPECTION TYPE:C, RT WING L/E RIB AT STA XFS 741.250 IS CRACKED AT THE UPPER AFT END. REPAIRED CRACKED RIB IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 785		2/6/98 UPS98825816
INSPECTION TYPE:C, RT WING L/E AT STA XFS 785.00, THE L/E RIB IS CRACKED AT THE UPPER AFT END. REPAIRED CRACKED RIB IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 735.75		2/6/98 UPS98825834
INSPECTION TYPE:C LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XFS.735.750. REPAIRED CRACKED RIB IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 735		2/6/98 UPS98825818
INSPECTION TYPE:C, LT WING L/E RIB LOWER ARM CRACKED BY AFT FASTENER STA XFS 735.000. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 732.75		2/17/98 UPS98825808
INSPECTION TYPE:C LT WING L/E AT STA XFS 732.750, THE L/E RIB IS CRACKED AT THE AFT LOWER END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 828.75		2/6/98 UPS98825817
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER HOLE STA 828.750. REPAIRED IAW SRM 57-2-0.									

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5720 ABXA	846AX 46158	DOUG DC861			DOUG	FITTING 36518091	CRACKED LT WING		2/15/98 ABXA9800100
LEFT WING TRAILING EDGE PANEL VERTICAL SUPPORT FITTING BETWEEN SPOILER HINGE RIBS IS CRACKED AT UPPER EDGE JUST AFT OF MAIN LANDING GEAR TRUNNION. REPAIRED IAW DC8 SRM 57-1-0.									
5720 IPXA	866UP 45966	DOUG DC873F				DOUBLER	CRACKED RT AUX TANK		2/6/98 UPS98825840
INSPECTION TYPE-C, RT WING L/E AUX TANK O/B END INTERNAL DOUBLER HAS A 6 INCH CRACK. REPAIRED CRACKED INTERNAL DOUBLER IAW EO DC-8 5720-7767.									
5720 IPXA	866UP 45966	DOUG DC873F				FITTING 56422051	CORRODED LT WING		2/9/98 UPS98825841
INSPECTION TYPE-C, LT WING LWR AUX SPAR TO REAR SPAR TIE FITTING HAS HEAVY CORROSION. REMOVED FABRICATED AND INSTALLED REPLACEMENT FITTING IAW 8110-3 APPROVED DHC SK 866-507.									
5720 DHXA	806DH 46002	DOUG DC873F				TIP	CRACKED LT WING		1/18/98 DHL9880616C
AT C-CHECK, LEFT WING TIP HAS TEMP REPAIR AND CRACK. CUT OUT DAMAGED SECTION AND FABRICATED DOUBLERS PER SRM 51-1-8. 9 X 6.25, FILLERS 2.5 X 5.25.									
5730 ABXA	846AX 46158	DOUG DC861F			DOUG	SKIN 5769545	CORRODED WS 710.5		2/8/98 ABXA9800104
LEFT WING LEADING EDGE SKIN CORRODED AT STA XFS 710.5. REPAIRED IAW SRM 57-2-1.									
5730 CKSA	811CK 46147	DOUG DC863F				SKIN	TORN WS 795		2/10/98 CKSA98023
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, LEFT WING, LOWER SKIN O/B OF O/B AILERON WS XFS 795 RIP ON SKIN. REMOVED DAMAGED SECTION OF SKIN AND FABRICATED NEW ONE IAW AIA INC SKETCH 2743 OK TO TREAT AND PRIME. TREATED AND PRIMED IAW SRM 51-1-8. OK TO INSTALL NEW SKIN. INSTALLED NEW SKIN IAW AIA INC SKETCH 2743 EA D8-57-022 SIZE OF NEW SKIN: 22 BY 32 .040 7075-T6 SPLICE .050 BY 3.25 BY 29 7075-T6. NON-ROUTINE ITEM WORK CARD 0013.									
5730 CKSA	811CK 46147	DOUG DC863F				SKIN	WRINKLED WS 204		2/10/98 CKSA98022
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, RT WING OUTBD FLAP INBD AREA AT STA 204 XRS HAS WRINKLED T/E. REMOVED DAMAGED SECTION OF T/E IAW SRM 51-1-21 AND FABRICATED NEW ONE USING SAME THICKNESS SAME MATERIAL IAW SRM 57-7-1 OK TO INSTALL NEW SECTION OF T/E: INSTALLED NEW SECTION OF T/E O/B FLAP INBD AREA STA 204 XRS IAW SRM 51-1-21A. SIZE OF NEW T/E: .032 BY 43 BY 4 BY 4 2024-T3. NON-ROUTINE ITEM WORK CARD NUMBER 0012.									
5730 CKSA	811CK 46147	DOUG DC863F				SKIN	DAMAGED WS 841		2/10/98 CKSA98020
DUE TO WEATHER IN MIAMI AIRPORT SUCH AS HIGH WINDS, TORNADO'S AND FLYING DEBRIS, LT WING L/E DAMAGE TO XFS 841 APPROXIMATE 1.5 FT. CUT OUT DAMAGED SECTION OF L/E AND FABRICATED FILLER PLATE AND REPAIR DOUBLER IAW SRM 57-2-1. OK TO TREAT AND PRIME REWORK AREA AND REPAIR PARTS: TREATED AND PRIMED IAW SRM 51-1-8. OK TO INSTALL: INSTALLED REPAIR PARTS IAW SRM 57-2-1 SIZE OF REPAIRS: FILLER PLATE .063 BY 12.5 BY 3 2024-T3. REPAIR DOUBLER .063 BY 20 BY 20 2024-T3. NON-ROUTINE ITEM WORK CARD NUMBER 0004.									
5730 IPXA	866UP 45966	DOUG DC873F				SKIN	CORRODED WS 322.75		2/6/98 UPS98825800
INSPECTION TYPE-C, RT WING L/E SECTION BETWEEN PYLONS AT XFS 322.750, L/E SKIN ON TOP AT FRONT SPAR HAS HEAVY CORROSION UNDER THE SURFACE. REPAIRED IAW SRM ADDN DC8-05720-7767-A.									
5730 DHXA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED WS 421-436		1/22/98 DHL98806108
AT C-CHECK, O/B TRAILING EDGE OF WING STA XW 421 TO 436 LOWER SURFACED HAS DELAMINATION. INSTALLED REPAIRED PANEL PER SRM 51-3-0.									

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5730 DHLA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED LT WING		1/25/98 DHL9880647C
AT C-CHECK, LOWER SURFACE T/E AFT REAR SPAR HINGED PANELS, INTERIOR SURFACE DELAMINATED. REMOVED AND REPLACED PANEL PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED WS 693		1/30/98 DHL98806107
AT C-CHECK, R/W PANEL STA XRS 693 LOWER WING BOTH SIDES DELAMINATED. REMOVED DAMAGED PANEL, REPAIRED AND INSTALLED PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED WS 191		1/24/98 DHL9880643C
AT C-CHECK, LT WING AT T/E BETWEEN XW 191, LOWER PANEL INTERIOR SURFACE AFT OF DUMP CHUTE DELAMINATED. REMOVED AND REPLACED PANEL PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				SKIN	CORRODED LT WING		1/21/98 DHL9880638C
AT C-CHECK, LEFT WING LOWER SURFACE SAT 351, FWD OF FAIRING SHOWS LIGHT CORROSION. REMOVED DAMAGED SECTION AND FABRICATED NEW DOUBLER 4 X 5 PER SRM 57-2-0.									
5730 DHLA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED WS 659		1/22/98 DHL98806104
AT C-CHECK, R/W UPPER WING PANEL XRS 659 DELAMINATED. REMOVED AND REPLACED DAMAGED PANEL PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				SKIN	CRACKED LT WING		2/11/98 DHL9880621C
AT C-CHECK, LT WING TRAILING EDGE LOWER SURFACE PANEL AT TAIL END OF NR 2 PYLON CRACKED. REMOVED AND REPAIRED PANEL PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED RT WING		1/24/98 DHL98806106
AT C-CHECK, R/W LOWER WING PANEL HAS INTERM REPAIR. REMOVED, REPAIRED AND REINSTALLED DAMAGED PANEL PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				PANEL	PUNCTURED WS 106		1/25/98 DHL98806105
AT C-CHECK, RT WING LOWER STA XW 106 HAS PUNCTURE UPPER SIDE. REMOVED, REPAIRED AND REPLACED PANEL PER SRM 51-3-0.									
5730 DHLA	806DH 46002	DOUG DC873F				PANEL	DELAMINATED WS 289		2/2/98 DHL98806103
AT C-CHECK, RT WING UPPER WING PANEL XRS 589 DELAMINATED. REMOVED, REPAIRED AND REPLACED DAMAGED PANEL PER SRM 51-1-15.									
5730 RRXA	961R 46133	DOUG DC873F				SKIN	CRACKED WS 408-457		1/6/98 RRXA98020
DURING A MAINTENANCE VISIT, FOUND LEFT WING SKIN PANEL WITH CRACK BEYOND LIMITATIONS IAW DC-8 SRM AT, XW 408 TO XS457. FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLER IAW FAA DER APPROVED COTNEY ENGINEERING SKETCH D85-R02 AND DC-8 SRM 51-1-21.									
5744 DHLA	806DH 46002	DOUG DC873F				FITTING	CRACKED LT TE FLAP		2/4/98 DHL9880609C
AT C-CHECK, LT FLAP HINGE SUPPORT FITTING AT STA 97 NR 2 HOLE HAS CRACK. REAMED HOLE AND HFEC NO FURTHER CRACK FOUND PER DC-8 MM 51-3-4.									
5744 DHLA	806DH 46002	DOUG DC873F				FITTING	CRACKED RT WING		1/13/98 DHL9880607C
AT C-CHECK, RT WING I/B AILERON L/E DAMPER BRACKET CRACKED. REMOVED AND INSTALLED NEW FITTING PER SRM 51-1-21.									

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5753 ABXA	846AX 46158	DOUG DC861			DOUG	FITTING 46495972	CRACKED RT TE FLAP		1/6/98 ABXA9800109
RIGHT WING TRAILING EDGE AT FLAP STA 410.00, THE OUTBOARD CANOE FITTING STIFFENER FITTING IS CRACKED AND CORRODED. REPLACED FITTING IAW SRM 51-1-21.									
5753 ABXA	846AX 46158	DOUG DC861F			DOUG	SLOT VANE 576993315	CORRODED LT TE FLAP		2/8/98 ABXA9800103
LEFT OUTBOARD SLOT VANE AT INBOARD END ON LEADING EDGE CORRODED BEYOND LIMITS. REPAIRED IAW SRM 57-3-10 FIG 20.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 4 TE FLAP		1/30/98 DHL98806112
AT C-CHECK, FLAP VANE NR 4 HAD DELAMINATION. REMOVED, REPAIRED AND REINSTALLED VANE PER MM 27-51-14.									
5753 DHLA	806DH 46002	DOUG DC873F				FAIRING	DAMAGED LT TE FLAP		2/10/98 DHL9880602C
AT C-CHECK, LT WING I/B FLAP AT XW 97 FORWARD FAIRING DAMAGED. CUT OUT DAMAGED AREA AND FABRICATED REPAIR DOUBLER PER SRM 51-1-8.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 5 TE FLAP		2/11/98 DHL98806111
AT C-CHECK, NR 5 FLAP VANE DELAMINATED. REMOVED AND REPLACED FLAP VANE PER MM 27-50-0.									
5753 DHLA	806DH 46002	DOUG DC873F				ICE SHIELD	CRACKED LT TE FLAP		2/11/98 DHL9880622C
AT C-CHECK, LT FLAP I/B ICE SHIELD I/B TRACK GAUGE O/B TRACK HAS CRACK. REMOVED AND REPLACED DAMAGED TRACK PER SRM 51-1-3.									
5753 DHLA	806DH 46002	DOUG DC873F				FITTING	DAMAGED LT WING		2/2/98 DHL9880603C
AT C-CHECK, LT WING FLAP LINK HANGER ASSY STA 97 FWD RUBBING AGAINST FLAP HINGE. REMOVED LINKS AND DAMAGED FITTING, REWORKED AREA AND INSTALLED NEW FITTING PER SRM 51-1-21 AND S/B 27-249.									
5753 DHLA	806DH 46002	DOUG DC873F				TRACK	WORN RT TE FLAP		1/6/98 DHL9880625C
AT C-CHECK, RT WING FLAP CENTER HINGE UPPER VANE TO FLAP ATTACH FRAME BADLY WORN ON RIGHT SIDE. REMOVED DAMAGED TRACK ASSY PER SRM 51-3-0 AND INSTALLED NEW TRACK PER SRM.									
5753 DHLA	806DH 46002	DOUG DC873F				RIB	TORN RT TE FLAP		1/23/98 DHL9880626C
AT C-CHECK, RT WING INBD FLAP FLAP LT OUTBD RIB T/E TORN. STOP DRILLED AND FABRICATED DOUBLER. INSTALLED PER SRM 51-1-8, 10 X 1.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATED NR 3 TE FLAP		1/30/98 DHL98806114
AT C-CHECK, I/B FLAP VANE NR 3 DELAMINATED. REMOVED AND REPLACED PER MM 27-51-14.									
5753 DHLA	806DH 46002	DOUG DC873F				TRACK	WORN RT WING		2/5/98 DHL9880604C
AT C-CHECK, RT WING I/B FLAP TRACK ASSY WORN. REMOVED AND REPLACED TRACK PER MM 27-51-3.									
5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATION NR 2 TE FLAP		2/11/98 DHL98806115
AT C-CHECK, NR 2 VANE FLAP HAS DELAMINATION. REMOVED, REPAIRED AND REINSTALLED PER MM 27-51-174.									

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5753 DHLA	806DH 46002	DOUG DC873F				VANE	DELAMINATION NR 1 TE FLAP		2/11/98 DHL98806116
AT C-CHECK, NR 1 I/B VANE DELAMINATED. REMOVED AND REPLACED PANEL PER MM 27-50-00.									
5755 DHLA	806DH 46002	DOUG DC873F				SKIN	DELAMINATED NR 5 SPOILER		2/11/98 DHL98806102
AT C-CHECK, RT WING NR 5 FLIGHT SPOILER UPPER DELAMINATED. REMOVED, REPAIRED AND REPLACED THE SPOILER PER MM 27-60-0.									
5755 DHLA	806DH 46002	DOUG DC873F				SKIN	DELAMINATED NR 2 SPOILER		2/11/98 DHL98806113
AT C-CHECK, SPOILER NR 2 HAS PLAY AND DELAMINATION. REMOVED, REPAIRED AND REINSTALLED SPOILER PER MM 27-60-0.									
5755 DHLA	806DH 46002	DOUG DC873F				SKIN	DELAMINATED NR 5 SPOILER		2/11/98 DHL98806110
AT C-CHECK, NR 5 SPOILER HAS PLAY AND SURFACE DELAMINATION. REMOVED AND REPLACED SPOILER PER MM 27-60-0.									
5755 DHLA	806DH 46002	DOUG DC873F				FITTING	CRACKED NR 1 SPOILER		1/12/98 DHL9880610C
AT C-CHECK, LT WING NR 1 SPOILER O/B CENTER HINGE FITTING CRACKED. REMOVED AND REPLACED FITTING PER MM 27-61-1.									
5755 DHLA	806DH 46002	DOUG DC873F				SKIN	DELAMINATION NR 1 SPOILER		2/11/98 DHL98806117
AT C-CHECK, SPOILER NR 1 HAS DELAMINATION. REMOVED PANEL, REPAIRED AND REINSTALLED PER MM 27-61-1.									
5755 DHLA	806DH 46002	DOUG DC873F				SKIN	DELAMINATED NR 3 SPOILER		2/11/98 DHL98806101
AT C-CHECK, R-WING NR 3 FLIGHT SPOILER DELAMINATED UPPER AND LOWER. REMOVED AND REPAIRED SPOILER AND INSTALLED PER MM 27-60-0.									
7933 ABXA	843AX 46017	DOUG DC861	PWA JT3D3B			REGULATOR 15098521	MALFUNCTION NR 2 ENGINE		2/23/98 ABXA9800125
NR 2 ENGINE OIL TEMPERATURE WENT TO 153 DEG DURING CLIMB. REDUCED POWER TO IDLE, BUT TEMPERATURE REMAINED THE SAME. SHUT DOWN NR 2 ENGINE. REPLACED NR 2 ENGINE OIL TEMPERATURE REGULATOR AND NR 2 OIL STRAINER. OPS CHECKED GOOD IAW DC8 MM.									
2410 TWAA	987Z 47137	DOUG DC931				CSD 696233B	MALFUNCTIONED LT ENGINE		1/23/98 TWAA9801303
STL - FLT 542 - LOW SPEED ABORT ELECTRICAL FLUCTUATIONS BETWEEN RT AND LT SYSTEMS. REPLACED LT ENGINE CSD. (M)									
2560 VJ6A	907VJ 47444	DOUG DC932				COVER 113317	LOOSE R1 DOOR		2/25/98 VJ9800026
R1 DOOR EMERGENCY SLIDE COVER BECAME DISLODGED. REPLACED COVER AND PERFORMED REQUIRED INSPECTIONS.									
2565 USAA	918VJ 48138	DOUG DC931				SLIDE 13621224	SLOW TO OPERATE AFT FUSELAGE		1/21/98 USAAD98015
BOS - AFT ESCAPE SLIDE REQUIRED 15 SECONDS TO DEPLOY DURING TEST. MAINTENANCE REPLACED THE SLIDE ASSY. (M)									
2720 NWAA	614NW 47128	DOUG DC932				SO VALVE 37723745503	LEAKING RUDDER	2579 2579	2/18/98 9802879614
DURING CRUISE ALTITUDE AT 29,000 FEET, RUDDER CONTROL MANUAL LIGHT BEGAN FLICKERING AND RIGHT HYDRAULIC SYSTEM WENT TO ZERO. FLIGHT WAS CONTINUED TO DESTINATION. CREW DECLARED AN YELLOW EMERGENCY AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND RUDDER HYDRAULIC POWER SHUTOFF VALVE LEAKING. REPLACED VALVE. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									

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2751 NWAA	8933E 47142	DOUG DC931				TRANSMITTER ST12BD	FAILED RT TE FLAP	32678 13490	2/18/98 9802829997
STALL WARNING INDICATION FAILURE LIGHT ILLUMINATED ACCOMPANIED BY STICK SHAKER ACTIVATION DURING CLIMBOUT. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT FLAP POSITION TRANSMITTER, OPERATIONAL CHECK NORMAL.									
2780 NWAA	309RC 48088	DOUG DC982				PULLEY	BROKEN LE SLAT		2/17/98 9802939307
DURING CLIMB-OUT, SLAT DISAGREE INDICATION LIGHT ILLUMINATED. FLIGHT DIVERTED TO LAX AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED CABLE RUN 2088 IN WHEEL WELL AREA AND A BROKEN PULLEY. OPERATIONAL CHECK OK.									
2910 CALA	77827 49487	DOUG DC982				HYD LINE 7936907665	BROKEN RT HYD SYST		2/21/98 CALA9800281
THE RT HYDRAULIC SYSTEM PRESSURE AND QUANTITY WERE LOST ON APPROACH. APPROPRIATE CHECKLISTS WERE COMPLIED WITH AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE HYDRAULIC PRESSURE LINE TO RUDDER CONTROL VALVE BROKEN. THE HYDRAULIC LINE WAS REMOVED AND REPLACED PER MM 29-10-5. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
2910 CALA	77827 49487	DOUG DC982				HYD LINE 7912641969	BROKEN TR CONTL VALVE		2/23/98 CALA9800320
THE RT HYDRAULIC SYSTEM PRESSURE LOW LIGHT ILLUMINATED AND PRESSURE DROPPED TO ZERO WHILE EN ROUTE. ALTERNATE GEAR EXTENSION WAS USED. WHEN THE AIRCRAFT LANDED AT RSW THE RT MAIN GEAR DOOR SKID PLATE WAS DAMAGED. MAINTENANCE FOUND HYDRAULIC LINE BROKEN AT RIGHT THRUST REVERSER CONTROL VALVE. A FLEX LINE WAS INSTALLED AND A DIP WAS ISSUED TO REPLACE THE LINE WITHIN 500 FLIGHTS OR 1200 FLIGHT HOURS. THE RT MLG DOOR SKID AND SPACER WERE REMOVED IAW ECRA 5280-91175 AND A DIP WAS ISSUED TO REPAIR WITHIN TWO CYCLES. THE SKID AND SPACER WERE INSTALLED WHILE AIRCRAFT WAS OUT OF SERVICE IN EWR AND THE DIP WAS CLOSED.									
2913 TWAA	921L 47107	DOUG DC932				PUMP 314196	LEAKING RT ENGINE		1/22/98 98ZZZM229
YYZ - FLT 605 - AFTER TAKEOFF, RT HYDRAULIC SYSTEM INDICATED A FLUID LOSS. REPLACED LEFT MLG RETRACT CYLINDER AND RT ENGINE HYDRAULIC PUMP. (M)									
3010 CALA	19504 47638	DOUG DC932				SENSOR 10200074	INOPERATIVE RT DE-ICE SYST		2/17/98 CALA9800269
THE RT AIR CONDITIONING SUPPLY TEMP HIGH LIGHT ILLUMINATED AFTER TAKEOFF WITH SMOKE IN THE CABIN. THE AIRFOIL ICE PROTECTION WAS ON. THE PACK WAS TURNED OFF AND THE SMOKE DISSIPATED. THE RT ICE PROTECTION HIGH TEMP SENSOR WAS REMOVED AND REPLACED IAW MM 30-10-6. THE ENGINES WERE RUN WITH PACKS OPERATING AND NO DEFECTS WERE NOTED.									
3010 TWAA	918TW 49367	DOUG DC982				VALVE 39244412	FAILED AIRFOIL DE-ICE		1/22/98 TWAA9801301
STL - FLT 229 - DURING CLIMB-OUT OF STL, WITH AIRFOIL ANTI-ICE ON AIRFOIL ICE PROTECT PRESS ABNORMAL LIGHT ON ANN PANEL CAME ON. REPLACED ANTI-ICE PRESS REG VALVE. (M)									
3222 USAA	926VJ 48146	DOUG DC931				VALVE MS288892	LEAKING NLG STRUT		1/23/98 USAAD98017
CLT - FLT 7002 - AFTER TAKEOFF, THE NOSE LANDING GEAR UNSAFE LIGHT REMAINED ILLUMINATED. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NOSE LANDING GEAR STRUT FLAT. THE SERVICING (SCHRADER) VALVE WAS REPLACED AND THE STRUT SERVICED. ALL CHECKED NORMAL DURING RETRACTION AND TAXI CHECKS. (M)									
3222 HALA	662HA 47742	DOUG DC951				SEAL	FAILED NLG STRUT		1/24/98 HALA9800024
FLT 267 - KOA - NOSEWHEEL WOULD NOT RETRACT AFTER TAKEOFF FROM KONA. ALL SYSTEMS INDICATED NORMAL. REMOVED AND REPLACED LOWER NOSE STRUT SEALS PER MM 32-21-2 METHOD 'B' ITEMS 1 THROUGH 20. COMPLETED NOSE STRUT SEALS REPLACEMENT PER MM 32-21-02 STEPS 21 THROUGH 35. OPERATIONAL CHECK AND LEAK CHECK OK. GEAR SWING OK. (M)									

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3230 USAA	913VJ 45846	DOUG DC931				CYLINDER 59516395001	FAILED NLG		1/23/98 USAAD98016
CTL - FLT 369 - ON APPROACH, THE NOSE GEAR UNSAFE LIGHT ILLUMINATED WHEN THE LANDIG GEAR WAS LOWERED. THE FLT CREW RECYCLED THE GEAR BUT THE LIGHT REMAINED. THE FLT CREW THEN PULLED THE MANUAL GEAR RELEASE LEVER IN THE COCKPIT. THE FLIGHT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NLG BUNGEE CYLINDER AND ACCOMPLISHED A GEAR SWING. ALL INDICATION AND OPERATION WAS NORMAL. (M)									
3230 TWAA	927L 48123	DOUG DC934				LATCH ASSY H50002125218	WORN NLG		2/5/98 TWAA9801901
STL - FLT 372 - ON GEAR RETRACTION, LEFT GEAR UNSAFE LIGHT REMAINED ON. RECYCLED GEAR AND NOSE GEAR UNSAFE LIGHT REMAINED ON BUT MAIN GEAR INDICATION NORMAL. PLACED GEAR HANDLE DOWN AND NORMAL INDICATION. RETURNED TO STL. REPLACED MAINTENANCE BYPASS HANDLE LOCKING LATCH. (M)									
3231 CALA	19504 47638	DOUG DC932				LATCH MECHANISM	INOPERATIVE LT MLG DOOR	26010	2/19/98 CALA9800276
UPLATCH CHECK WAS UNSATISFACTORY. THE LEFT GEAR UNSAFE AND GEAR DOOR OPEN LIGHTS WERE ILLUMINATED. THE GEAR WAS RECYCLED AND RECHECKED, BUT WAS STILL UNSATISFACTORY. OPERATION WAS CONTINUED AT BELOW .70 MACH WITH RIGHT ENGINE HYDRAULICS ON HIGH. MAINTENANCE FOUND THE LT MLG DOOR LATCH MECHANISM AT FAULT, ALLOWING THE DOOR TO DROOP WITH HYDRAULIC POWER OFF. THE LATCH MECHANISM WAS REMOVED AND REPLACED IAW MM 32-31-4, PAGES 201-210.									
3231 CALA	12507 47788	DOUG DC932				LATCH MECH 59151695511	WORN LT MLG DOOR		2/23/98 CALA9800321
THE LT GEAR UNSAFE LIGHT REMAINED ILLUMINATED ATER GEAR RETRACTION (REPEAT PROBLEM - LANDING GEAR SWITCH PREVIOUSLY CHANGED). THE CHECKLIST WAS COMPLETED WITH NO CHANGE. THE FLIGHT WAS CONTINUED TO CLE WHERE THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE LT MLG DOOR LATCH MECHANISM LINKAGE WORN. THE LATCH MECHANISM WAS REMOVED, REPLACED AND RIGGED IAW MM 32-31-4, PAGES 201-210. LANDING GEAR OPERATION AND INDICATIONS CHECKED NORMAL.									
3233 TWAA	921L 47107	DOUG DC932				ACTUATOR 39208025507	LEAKING RT ENGINE		1/22/98 TWAA9801202
YYZ - FLT 605 - AFTER TAKEOFF, RT HYDRAULIC SYSTEM INDICATED A FLUID LOSS. REPLACED LEFT MLG RETRACT CYLINDER AND RT ENGINE HYDRAULIC PUMP. (M)									
3260 ABXA	939AX 47201	DOUG DC932				SWITCH	SHORTED LT MLG		2/24/98 ABXA9800124
LEFT GEAR UNSAFE LIGHT REMAINED ILLUMINATED WITH THE GEAR HANDLE UP. RECYCLED GEAR, NO CHANGE. REPAIRED SHORTED PIN NR 6 ON THE LEFT MAIN LANDING GEAR DOWN LOCK LIMIT SWITCH. OPS CHECKED GOOD ON GEAR SWING.									
3350 NWAA	8933E 47142	DOUG DC931				BATTERIES	DISCHARGED CABIN		2/23/98 9803219997
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS AT FORWARD CABIN AFT AISLE AND AT ROWS 2 AND 3 INOPERATIVE. REPLACED BATTERIES IN PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	911RW 47149	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		2/19/98 9802899965
RED EMERGENCY LIGHTS BETWEEN ROWS 10 THROUGH 12 AND WHITE EMERGENCY LIGHTS BETWEEN ROWS 13 THROUGH 15 ILLUMINATED FOR 15 MINUTES IN FLIGHT AND THEN WENT OUT. DISCREPANCY COULD NOT BE DUPLICATED BY MAINTENANCE ON GROUND. REPLACED POWER SUPPLY AT AFT LEFT OVERWING EMERGENCY EXIT AS A PRECAUTION. AIRCRAFT RETURNED TO SERVICE.									
3350 NWAA	911RW 47149	DOUG DC931				BATTERIES	DISCHARGED CABIN		2/23/98 9803239965
FLIGHT ATTENDANT REPORTED, EMERGENCY LIGHTS AT ROWS 11, 12, AND 13 INTERMITTENTLY ILLUMINATE WITH SWITCH IN THE OFF POSITION. REPLACED BATTERIES AND CHARGER AT ROW 12 ON EFT LEFT SIDE, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	911RW 47149	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/23/98 9803229965
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AFT OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9334 47247	DOUG DC931				BATTERY	DISCHARGED CABIN		2/20/98 9803249970
FLIGHT ATTENDANT REPORTED, AFT EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	1334U 47280	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		2/22/98 9803259933
DURING LINE MAINTENANCE INSPECTION, FOUND AFT FLIGHT ATTENDANT, TAIL COMPARTMENT AND NACELLE EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY AND CHARGER TO B5-27 UNIT, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8986E 47402	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/16/98 9802869993
DURING LINE MAINTENANCE INSPECTION, FOUND AFT OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	614NW 47128	DOUG DC932				WIRING	SHORTED TAIL COMPT		2/19/98 9802889614
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS FOR TAILCONE PULL HANDLE INOPERATIVE. REPAIRED SHORTED WIRES UNDER WALKWAY AND REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	614NW 47128	DOUG DC932				POWER SUPPLY	INOPERATIVE TAIL COMPT		2/17/98 9802859614
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS ALONG CATWALK INOPERATIVE. REPLACED POWER SUPPLY AT FS 1133, OPERATIONAL CHECK NORMAL.									
3350 NWAA	609NW 47234	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		2/23/98 9803269609
EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 VJ6A	919VV 47260	DOUG DC932				BATTERY 41B004A0073	DISCHARGED CABIN		1/28/98 VJ9800013
OVERHEAD EMERGENCY CEILING LIGHTS AT ROW 12 INOPERATIVE. REPLACED NICAD BATTERIES, OPS CHECKED GOOD IAW MM 33-50.									
3350 NWAA	752NW 47116	DOUG DC941				BATTERY	DISCHARGED CABIN		2/18/98 9802919752
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHT SIGNS OVER AFT OVERWING EXIT DOORS INOPERATIVE. MAINTENANCE REPLACED BATTERIES IN CHARGING UNIT.									
3350 TWAA	405EA 47688	DOUG DC951				FEEDER STRIP 58531	WORN CABIN		2/3/98 TWAA9801801
STL - DURING OVERNIGHT MAINTENANCE CHECK, THE EGRESS LIGHTS IN FORWARD COACH WERE FOUND INOPERATIVE. REPLACED FEEDER STRIP AT CABIN ROW 8DEF. (M)									
3350 NWAA	761NC 47709	DOUG DC951				BATTERY	INOPERATIVE BATTERY PACK		2/18/98 9802929852
DURING LINE CHECK, FOUND OVERHEAD EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 5-9. MAINTENANCE REPLACED BATTERIES IN EMERGENCY EXIT LIGHT PACK. OPERATIONAL CHECK OK.									
3350 NWAA	769NC 47757	DOUG DC951				BATTERY	DISCHARGED CABIN		2/20/98 9803109860
DURING LINE CHECK, FOUND FORWARD EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK OK.									

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3350 HALA	699HA 47763	DOUG DC951				POWER SUPPLY 60030051	INOPERATIVE CABIN		1/27/98 HALA9800025
LIH - FORWARD MOST CABIN AND COCKPIT OVERHEAD EMERGENCY LIGHTS ARE INOP. REMOVED AND REPLACED THE POWER PACK BATTERIES. CONDITION SAME. REMOVED AND REPLACED THE BATTERY POWER SUPPLY. THE OPERATIONAL CHECK WAS OK. (M)									
3350 HALA	603DC 47784	DOUG DC951				BATTERIES 41B004A007G3	DISCHARGED TAIL CONE		1/27/98 HALA9800026
HNL - TAIL CONE EMERGENCY LIGHTS INOPERATIVE. REPLACED THE BATTERIES AND THE OPERATIONAL CHECK WAS GOOD. (M)									
3350 ASAA	951AS 49111	DOUG DC982				POWER SUPPLY 60030451	DEFECTIVE CABIN		1/24/98 ASAA9880017
PDX - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE AFT GALLEY ILLUMINATE WITH ELECTRICAL POWER OFF. REPLACED THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	957AS 49126	DOUG DC982				BATTERIES	DISCHARGED CABIN		1/22/98 ASAA9880015
PDX - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY EXIT LIGHTS WERE FOUND TO BE VERY DIM AT THE AFT GALLEY. REPLACED BATTERIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 USAA	824US 49143	DOUG DC982				CONTROL MODULE 8732030153	FAILED CABIN		1/24/98 USAAD98018
CLT - CABIN EMERGENCY LOW LEVEL LIGHTING FAILED TO EXTINGUISH AFTER TEST. MAINTENANCE REPLACED THE EMERGENCY LOW LEVEL LIGHTING CONTROL MODULE. (M)									
3350 ASAA	931AS 49232	DOUG DC982				BATTERIES 900835A	DISCHARGED CABIN		1/23/98 ASAA9880016
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE FORWARD ENTRY AND FORWARD GALLEY WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	940AS 49825	DOUG DC982				BATTERIES 014597101	DISCHARGED CABIN		1/21/98 ASAA9880013
PDX - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY EXIT LIGHTS WERE FOUND TO BE VERY DIM AT ROWS 24 THROUGH 27. REPLACED BATTERIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 ORJA	871RA 49788	DOUG DC983				LIGHT 1001191	INOPERATIVE CABIN		1/17/98 ORJA9808
EMERGENCY LIGHTS ROWS 21-24 WILL NOT TURN OFF. REMOVED AND REPLACED EMERGENCY LIGHTS ASSY, OPS CHECK GOOD. (M)									
3350 ASAA	947AS 53020	DOUG DC983				CONNECTOR	DISCONNECTED CABIN		1/22/98 ASAA9880014
LAX - PRIOR TO FLT 513 - CREW REPORTED, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND INOPERATIVE IN FIRST CLASS. REINSTALLED LOOSE ELECTRICAL LIGHT CONNECTOR AND LIGHTS OPERATED NORMALLY. (M)									
3350 ORJA	834RA 53124	DOUG DC983				POWER SUPPLY 6011779	INOPERATIVE CABIN		1/20/98 ORJA9809
IN SEAT EMERGENCY LIGHTS INOP AT SEATS 21D THROUGH 25D. REMOVED AND REPLACED EMERGENCY LIGHTS POWER SUPPLY PER MM, OPS CHECK GOOD. (M)									
3350 ORJA	880RA 53186	DOUG DC983				FUSES	BLOWN CABIN		1/21/98 ORJA9804
EMERGENCY LIGHTS WILL NOT TEST. INSTALLED FUSES AT BATTERY PACK LOCATIONS L1 ENTRANCE DOOR RT FWD O/W EXIT LT AFT O/W EXIT, OPS CHECK GOOD. (M)									

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3417 NWAA	783NC 48108	DOUG DC951				ADC	FAILED RT COCKPIT		2/17/98 9802799874
DURING CLIMBOUT, THE FIRST OFFICER'S ALTIMETER OFF FLAG AND THE ALTITUDE ALERTER OFF FLAG CAME INTO VIEW. FLIGHT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE AIR DATA COMPUTER AND ALTITUDE ALERTER INDICATOR, OPERATIONAL CHECK OK.									
3454 NWAA	915RW 47139	DOUG DC931				NAV RECEIVER 6223257006	FAILED E/E COMPARTMENT	36811 1804	2/18/98 9802839957
NR 1 NAV SYSTEM FAILED ON DESCENT INTO MDW. FLIGHT WAS DIVERTED TO ORD AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 NAV RECEIVER, OPERATIONAL CHECK NORMAL.									
3610 NWAA	911RW 47149	DOUG DC931				SLEEVE	BLOWN LT HEAT EXCHANGE		2/17/98 9802849965
TAIL COMPARTMENT TEMPERATURE HIGH LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO JAX AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND LEFT HEAT EXCHANGER SLEEVE BLOWN AND PERI SEALS MISSING. REPLACED SLEEVE AND SEALS, LEAK AND OPERATIONAL CHECK WAS NORMAL.									
3610 NWAA	956N 47252	DOUG DC931	PWA JT8D7			MANIFOLD 5958765503	CRACKED LT ENGINE		2/20/98 9803209906
DURING CLIMB AT 800 FEET, THE LEFT ENGINE EXPERIENCED A FIRE WARNING INDICATION. CREW RETARDED THE LEFT ENGINE THROTTLE SETTING AND INDICATION CEASED. AIRCRAFT RETURNED TO GCM AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE 13TH STAGE MANIFOLD ON THE LEFT ENGINE. ENGINE OPERATIONAL CHECK OK.									
5210 NWAA	916RW 47144	DOUG DC931				MECHANISM	OUT OF ADJUST CABIN DOOR		2/22/98 9803119952
MAIN CABIN DOOR COULD NOT BE OPENED USING THE EXTERIOR HANDLE. MAINTENANCE INSTALLED NEW SNUBBER AND RIGGED DOOR PER AMM 52-11-00, FUNCTIONAL CHECK OK.									
5210 MWEA	212ME 47701	DOUG DC932				BEAM 9955752	CRACKED PAX DOOR		2/20/98 MWEA98178
NR 1 HORIZONTAL BEAM OF THE MAIN CABIN ENTRANCE DOOR WAS FOUND CRACKED AT THE FORWARD AND AFT ENDS. INSTALLED NEW BEAM IAW SRM 51-30.									
5210 MWEA	212ME 47701	DOUG DC932				FITTING 5934796	CRACKED PAX DOOR		2/20/98 MWEA98180
MAIN CABIN DOOR THE NR 1 BEAM AFT SUPPORT FITTING WAS FOUND CRACKED. INSTALLED NEW FITTING IAW SRM 51-30.									
5210 MWEA	212ME 47701	DOUG DC932				WEB	CRACKED PAX DOOR		2/20/98 MWEA98181
A CRACK WAS FOUND ON THE INTERIOR WEB IN THE AFT UPPER CORNER OF MAIN CABIN DOOR. FABRICATED REPAIR DOUBLER IAW SRM 52-00 AND 52-11.									
5210 MWEA	212ME 47701	DOUG DC932				PAN 5914171	CRACK PAX DOOR		2/20/98 MWEA98182
MAIN CABIN DOOR A CRACK WAS FOUND ON THE UPPER FORWARD SECTION OF PAN ABOVE STOP F1. INSTALLED NEW PAN SECTION IAW SRM 51-30 AND 52-05.									
5210 MWEA	212ME 47701	DOUG DC932				FITTING 5934796	CORRODED PAX DOOR		2/20/98 MWEA98179
MAIN CABIN DOOR THE END FITTING ON THE FORWARD END OF BEAM NR 3 WAS FOUND EXFOLIATED. INSTALLED NEW FITTING IAW SRM 51-30.									
5210 CALA	37882 48027	DOUG DC981				PAN	CRACKED AFT ENTRY DOOR		2/19/98 CALA9800277
INSPECTION FOUND A 1.5 CRACK IN AFT ENTRY DOOR PAN AND A 1.5 CRACK IN INNER PAN ANGLE AT CENTER RT DOOR STOP PAD. REPAIRS WERE INSTALLED IAW ECRA 5220-01034.									

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5210 ASAA	953AS 49386	DOUG DC982				MECHANISM	LACK OF LUBE R1 DOOR		12/26/97 ASAA9780299
BUR - PRIOR TO DEPARTURE OF FLT 137, CREW REPORTED THE R1 DOOR HANDLE WOULD NOT MOVE TO CLOSED POSITION. LUBRICATED THE DOOR HANDLE MECHANISM AND OPERATED NORMALLY. (M)									
5210 ASAA	954AS 49387	DOUG DC982				HOOK	BENT L1 DOOR		1/2/98 ASAA9880003
SEA - AFTER ARRIVAL OF FLT 721 - CREW REPORTED THE L1 DOOR WOULD NOT LATCH OPEN. STAIGHTENED THE GUS LOCK HOOK AND OPERATED NORMALLY. (M)									
5230 CALA	37882 48027	DOUG DC981				SKIN	CHAFED BAGGAGE DOOR		2/19/98 CALA9800274
INSPECTION FOUND FORWARD BAGGAGE BIN LOWER DOOR SKIN CHAFED IN SEVERAL PLACES BELOW LOCK HANDLE. A REPAIR WAS FABRICATED AND INSTALLED IAW ECRA 5230-01397.									
5241 MWEA	212ME 47701	DOUG DC932				BEAM 5910081	CRACKED GALLEY DOOR		2/23/98 MWEA98199
GALLEY SERVICE DOOR WAS FOUND TO HAVE A CRACK IN THE NR 2 BEAM AT THE FORWARD END. STOP DRILLED CRACK, FABRICATED REPAIR DOUBLER IAW SRM 52-05 FIG 25, INSTALLED DOUBLER IAW SRM 51-30.									
5241 MWEA	212ME 47701	DOUG DC932				FITTING 39536861	CRACKED GALLEY DOOR		2/23/98 MWEA98200
FORWARD END FITTING ON THE GALLEY SERVICE DOOR 4 HORIZONTAL BEAM WAS FOUND CRACKED. REMOVED DAMAGED PART ORDERED NEW PART, INSTALLED IAW SRM 51-30.									
5280 NWAA	916RW 47144	DOUG DC931				FITTING	CRACKED LT MLG DOOR		2/12/98 9803099952
DURING L-CHECK, FOUND A CRACK IN THE ATTACH FITTING FOR THE LEFT MAIN LANDING GEAR DOOR RETRACT CYLINDER AT THE KEEL. REPLACED FITTING PER SRM 51-30.									
5311 NWAA	915RW 47139	DOUG DC931				FRAME	CRACKED BS 256		2/6/98 9803039957
DURING M-CHECK, FOUND A CRACK IN J-ANGLE OF FRAME 256 AT LONGERON 22R. REPAIRED PER EA 99-154937.									
5311 NWAA	3324L 47103	DOUG DC932				FRAME	CRACKED BS 83		2/6/98 9803009941
DURING M-CHECK, FOUND CRACK IN FRAME AT FS 83 RIGHT SIDE OF CENTER WINDSHIELD LOWER CORNER. REPAIRED PER EA 99-151733.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 99122439	CRACKED BS 965		2/20/98 MWEA98185
THE FRAME AT FS 965 WAS FOUND CRACKED AT THE INTERSECTION OF THE FORWARD LOWER PYLON SPAR. FABRICATED REPAIR PARTS IAW SRM 53-03 FIG 13.									
5311 CALA	37882 48027	DOUG DC981				FRAME	GOUGED BS 1380		2/19/98 CALA9800275
INSPECTION FOUND THAT THE LEFT HEAT VALVE HAD GOUGED THE FRAME INNER CAP AT STA 1380. A REPAIR STRAP WAS INSTALLED IAW ECRA 5311-01042.									
5311 USAA	804US 48052	DOUG DC981				BELLFRAME	CRACKED BS 1437	44832	1/25/98 USAA980050
PIT - DURING Q-6 CHECK, FOUND .5 INCH CRACK AT TAIL INERIOR BELLFRAME, TAIL INTERIOR STATION 1437. CUT OUT DAMAGED SECTION AND SPLICED IN A NEW SECTION PER SRM 53-02 FIG 18. (M)									

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5311 USAA	804US 48052	DOUG DC981				BELLFRAME	CRACKED BS 1297	44832	1/25/98 USAA980048
PIT - DURING Q-6 CHECK, FOUND ONE .5 INCH CRACK AT BELLFRAME AT STATION 1297, LONGERON 8L. CUT OUT DAMAGED SECTION AND SPLICED IN A NEW SECTION PER SRM 53-02 FIG 18. (M)									
5312 NWAA	915RW 47139	DOUG DC931				BULKHEAD DOUBLER	CORRODED BS 604		2/2/98 9803049957
DURING M-CHECK, FOUND CORROSION ON DOUBLER AT UNDERWING PRESSURE BULKHEAD FS 604. REPAIRED PER EA 99-110241.									
5312 MWEA	212ME 47701	DOUG DC932				BULKHEAD CLIPS	CRACKED AFT PRESS BLKHD		2/20/98 MWEA98184
WEB ATTACHED TO THE RADIAL STIFFENER ON THE APB WAS FOUND CRACKED ON THE OUTBOARD END. INSTALLED REPAIR CLIPS IAW SRM 51-30 AND DRAWING J060110.									
5312 MWEA	212ME 47701	DOUG DC932				BULKHEAD WEB	CRACKED AFT PRESS BLKHD		2/23/98 MWEA98193
WEB ATTACHED TO RADIAL STIFFENER APB FOUND CRACKED AT THE O/B END LONG14R. STOP DRILLED CRACK, FABED REPAIR ANGLES IAW DRAW J060110, INSTALLED REPAIR ANGLES IAW SRM 51-30.									
5312 MWEA	212ME 47701	DOUG DC932				BULKHEAD WEB	CRACKED BS 965		2/23/98 MWEA98195
RIGHT HAND LOWER WEB OF THE BULKHEAD AT FS 965 WAS FOUND CRACKED IN SEVERAL PLACES. REMOVED DAMAGED SEC OF WEB, FAB REPAIR PARTS IAW SRM 53-03 FIG 19, INSTALLED REPAIR PARTS IAW SRM 51-30.									
5313 ABXA	938AX 47009	DOUG DC931			DOUG	LONGERON	CRACKED BS 945		2/18/98 ABXA9800093
DURING C-CHECK, FOUND LONGERON 16L CRACKED FORWARD OF STA 945. REPLACED LONGERON FROM STA 935-965 IAW DC9 SRM 51-30-2 AND 51-30-5.									
5313 ABXA	938AX 47009	DOUG DC931			DOUG	LONGERON	CRACKED BS 718		2/18/98 ABXA9800094
DURING C-CHECK, FOUND LONGERON NR 1 CRACKED AT STA 718. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	938AX 47009	DOUG DC931			DOUG	LONGERON	CRACKED BS 639		2/18/98 ABXA9800096
DURING C-CHECK, FOUND LONGERON 3R CRACKED AT STA 639. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	938AX 47009	DOUG DC931			DOUG	LONGERON	CRACKED BS 699		2/18/98 ABXA9800095
DURING C-CHECK, FOUND LONGERON 6L CRACKED AT STA 699. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 CALA	37882 48027	DOUG DC981				LONGERON	CRACKED BS 1338		2/20/98 CALA9800278
INSPECTION FOUND A .4375 INCH CRACK T CAP AT STA 1338, LONGERON 14R. REPAIRED IAW EA 5310-01272.									
5315 MWEA	212ME 47701	DOUG DC932				FLOORBEAM	CHAFED BS 916		2/23/98 MWEA98196
FLOORBEAM AT FS 916 WAS FOUND CHAFED FROM THE FLOORBOARDS FROM RBL 20 - LBL 20. BLENDED AREA OF BEAM, FABRICATED REPAIR STRAP IAW SRM 53-05 FIG 20, INSTALLED STRAP IAW SRM 51-30.									

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5315 MWEA	212ME 47701	DOUG DC932				FLOORBEAM 5910347	CHAFED CABIN		2/23/98 MWEA98197
FLOORBEAM AT FS FOUND WITH CHAFE MARKS FROM FLOORBOARDS RBL 20 - LBL 20. BLENDED AREA OF BEAM, FAB REPAIR STRAP IAW SRM 5305 FIG 20, INSTALLED REPAIR STRAP IAW SRM 51-30.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	SUBFLOOR 99100783	CRACKED BS 149		2/18/98 ABXA00089
DURING C-CHECK, FOUND THE SUBFLOOR DIAPHRAM CRACKED AT STA 149, BL 0.0 AND STA 160 BL 0.0. REPAIRED SUBFLOOR IAW DC9 SRM 53-01.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	FITTING 49125402	CRACKED BS 965		2/18/98 ABXA9800097
DURING C-CHECK, FOUND VERTICAL SUPPORT FITTING AT STA 965 FLOORBEAM CRACKED ON RIGHT SIDE IN AFT LOWER CARGO COMPT. REPLACED FITTING IAW DC9 SRM 51-30-5.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	INTERCOSTAL 991555117	CRACKED BS 996		2/18/98 ABXA9800098
DURING C-CHECK, FOUND INTERCOSTAL CRACKED AFT OF STATION 996 AT LONGERON 5R. REPAIRED INTERCOSTAL IAW DC9 SRM K05159.									
5320 NWAA	915RW 47139	DOUG DC931				FITTING	CRACKED BS 69		2/4/98 9803029957
DURING M-CHECK, FOUND A CRACK IN THE UPPER COCKPIT FORWARD BEAM SUPPORT FITTING FS 69, RBL 10. REPAIRED PER EA 99-154174.									
5320 NWAA	915RW 47139	DOUG DC931				PAN	CRACKED BS 680		2/3/98 9803019957
DURING M-CHECK, FOUND CRACK IN WINDOW RING PAN, LEFT SIDE FS 680. REPAIRED PER EA 99-154172.									
5320 NWAA	3324L 47103	DOUG DC932				FITTING	CRACKED BS 680		2/13/98 9803079941
DURING M-CHECK, FOUND CRACK IN END FITTING FOR LONGERON 29R AT FS 680. REPLACED FITTING PER SRM 51-30-2.									
5320 NWAA	3324L 47103	DOUG DC932				FITTING	CRACKED BS 566		2/20/98 9802949941
DURING M-CHECK, FOUND CRACK IN LONGERON 27L END FITTING AT FS 455. REPLACED END FITTING PER DWG 5911412 AND SRM 53-02.									
5320 NWAA	3324L 47103	DOUG DC932				FITTING	CORRODED BS 996		2/6/98 9803089941
DURING M-CHECK, FOUND CORROSION ON END FITTING FOR LONGERON 21L AT FS 996. REPLACED FITTING (P/N 4914957-1) PER SRM 51-30-1.									
5320 NWAA	3324L 47103	DOUG DC932				FITTING	CRACKED BS 567		2/20/98 9802959941
DURING M-CHECK, FOUND CRACK IN LONGERON 28R END FITTING AT FS 567. REPLACED END FITTING PER DWG 5911412 AND SRM 53-02.									
5320 ERKR	660HA 48122	DOUG DC951				DOUBLER 991183987	CORRODED BS 1292.22		12/31/97 HALA9800015
DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE RIGHT REAR SPAR BULKHEAD DOUBLER AT STATION 1292.22, LONGERONS 16R AND 20R. REPAIRED BY TRIMMING OUT THE CORROSION, FABRICATING AND INSTALLING REPAIR DOUBLER SECTION, TITANIUM REPAIR SPLICES AND SHIMS WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-53-019-EAC. (M)									
5320 CALA	37882 48027	DOUG DC981				CUSP BEAM	CORRODED BS 200		2/17/98 CALA9800272
INSPECTION FOUND CUSP BEAM CORRODED AT STA 200, LONGERON 18L. REPAIRED IAW ECRA 5310-03678.									

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5320 CALA	37882 48027	DOUG DC981				CUSP BEAM	CORRODED BS 229		2/17/98 CALA9800271
INSPECTION FOUND CUSP BEAM CORRODED AT STA 229, LONGERON 18L. REPAIRED IAW ECRA 5310-03678.									
5320 ORJA	752RA 49780	DOUG DC987				DOUBLER	CORRODED BS 1030		10/23/97 ORJA9810
LEVEL 2 CORROSION, FOUND ON INTERNAL SKIN DOUBLER AND SHEAR TIE AT STATION 1030 BETWEEN L30 AND L29R. FABRICATED AND INSTALLED INTERNAL DOUBLER IAW DC-9 SRM 53-04 FIG 38. (M)									
5330 MWEA	700ME 45696	DOUG DC914				SKIN	DAMAGED BS 69-101		2/19/98 MWEA98188
TRUCK RAN INTO AIRCRAFT CAUSING DAMAGE TO RIGHT FWD AREA OF AIRCRAFT. MTC REPAIRED IAW SRM 53-01 FIG 2 SHEET 4 AND REMOVED AND REPLACED SKIN FROM STATION 69-101 IAW SRM 53-01 FIG 2 SHEET 3.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN 5916493	CRACKED BS 965		2/23/98 MWEA98198
EXTER FUSE SKIN WAS FOUND CRACKED AROUND A FASTENER FS 965, 3 INCHES ABOVE LONG 14R. REMOVED DAMAGED SEC OF SKIN, FABED FILLER AND REPAIR DOUBLER IAW SRM 53-04, INSTALLED FILLER AND DOUBLER IAW SRM 51-30.									
5330 ERKR	420EA 47689	DOUG DC951				SKIN 592487250	CORRODED BS 908	71164	12/23/97 HALA9800009
DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE FUSELAGE SKIN LAP SEAM AT BS 908, LONGERON 26R. REPAIRED BY TRIMMING OUT THE CORRODED OVERLAPPING SKIN, HFEC INSPECTING, FABRICATING AND INSTALLING REPAIR SKIN FILLER, INTERNAL FINGER DOUBLER AND EXTERNAL DOUBLER WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE REPAIR AUTHORIZATION NR N420EA-53-003-EAC. (M)									
5330 ERKR	660HA 48122	DOUG DC951				SKIN 5910228119	CORRODED BS 1337		12/31/97 HALA9800017
DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE LEFT CANTED BULKHEAD FUSELAGE SKIN AT STATION 1337, LONGERON 25L. REPAIRED BY TRIMMING OUT THE CORRODED OVERLAPPING SKIN, HFEC INSPECTING, FABRICATING AND INSTALLING REPAIR SKIN FILLER, EXTERNAL REPAIR DOUBLER WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-53-022-EAC. (M)									
5330 ERKR	660HA 48122	DOUG DC951				SKIN 5910228210	CORRODED BS 1291/1326		12/31/97 HALA9800014
DURNG C-CHECK INSPECTION, DISCOVERED CORROSION ON THE LEFT CANTED BULKHEAD FUSELAGE SKIN LAP SEAM AT STATION 1291 AND 1326 ALONG LONGERON 16L. REPAIRED BY TRIMMING OUT THE CORRODED OVERLAPPING SKIN, HFEC INSPECTING, FABRICATING AND INSTALLING REPAIR SKIN FILLER, EXTERNAL REPAIR DOUBLER AND TITANIUM INTERNAL REPAIR DOUBLER WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-53-018-EAC. (M)									
5330 ERKR	660HA 48122	DOUG DC951				SKIN 591140213	CRACKED BS 94-120		12/31/97 HALA9800012
DURING C-CHECK INSPECTION, DISCOVERED WRINKLES AND CRACKED SKIN ON THE LEFT SIDE OF THE FLT COMPARTMENT BETWEEN STATION 94 AND 120, APPROXIMATELY 12 INCHES BELOW THE PILOTS SLIDING WINDOW CUTOUT. REPAIRED BY TRIMMING OUT THE DAMAGED SKIN, HFEC INSPECTING, FABRICATING AND INSTALLING REPAIR FILLER SKIN, INTERNAL FINGER DOUBLER, SPLICE PLATES AND NESTED STRAPS WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-53-001-EAC. (M)									
5330 ERKR	660HA 48122	DOUG DC951				SKIN 591142841	CRACKED BS 1167		12/31/97 HALA9800010
DURING C-CHECK INSPECTION, DISCOVERED CRACKED FUSELAGE SKIN AT STATION 1167, LONGERON 19L. REPAIRED BY TRIMMING OUT THE DAMAGE, HFEC INSPECTING, FABRICATING AND INSTALLING REPAIR FILLER AND EXTERNAL REPAIR DOUBLER WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-53-011-EAC. (M)									

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5330 USAA	804US 48052	DOUG DC981				SKIN	CORRODED S 769	44832	1/25/98 USAA980049
PIT - DURING Q-6 CHECK, FOUND 1 INCH BY 1 INCH AND 1.5 INCH BY 2 INCH AREAS OF CORROSION UNDE RT WING TO FUSELAGE FILLET PANEL ON SKIN, STATION 769. BLENDED AREAS AND INSTALLED DOUBLERS PER SRM 53-04 FIG 53. CORROSION LEVEL 1, CORROSIN TASK NR C22-57301. (M)									
5330 CALA	938MC 49525	DOUG DC983				SKIN	DENTED L1 DOORWAY		2/20/98 CALA9800279
INSPECTION FOUND SEVEN SMALL DENTS 18 INCHES AFT OF LOWER AFT CORNER OF L-1 DOOR NEAR CUSP LINE. AN EDDY CURRENT INSPECTION FOUND NO CRACKS. THE DENTS WERE PLACED ON DIP PER SRM 53-04, PAGE 212, CONDITION 2. THE DIP SPECIFIED INSPECTION EVERY 3500 LANDINGS AND REPAIR BY 15,000 LANDINGS.									
5350 ASAA	965AS 53079	DOUG DC983				RELEASE	LACK OF LUBE TAILCONE		12/23/97 ASAA9780294
SEA - DURING TAILCONE EMERGENCY RELEASE CHECK FROM THE AFT CABIN ENTRY DOOR POSITION, THE TAILCONE FAILED TO RELEASE. LUBRICATED TAILCONE RELEASE MECHANISM AND TAILCONE RELEASED NORMALLY. (M)									
5400 ABXA	938AX 47009	DOUG DC931			DOUG	ANGLE 591326244	CRACKED NR 2 PYLON		2/18/98 ABXA9800091
DURING C-CHECK, FOUND RIGHT PYLON TO FUSELAGE UPPER ATTACH ANGLE CRACKED AT STA 980. REPLACED ANGLE IAW DC9 SRM 54-04.									
5400 ABXA	938AX 47009	DOUG DC931			DOUG	ANGLE 991550031	CRACKED NR 1 PYLON		2/18/98 ABXA9800090
DURING C-CHECK, FOUND ANGLE JUST INBD OF AFT ENGINE MOUNT IN NR 1 PYLON CRACKED AT LOWER FASTENER. REPLACED ANGLE IAW DC9 SRM 51-30-1.									
5400 ABXA	938AX 47009	DOUG DC931			DOUG	WEB 99582214	CRACKED NR 2 PYLON		2/18/98 ABXA9800092
DURING C-CHECK, FOUND RIGHT PYLON VERTICAL WEB CRACKED FORWARD AND INBOARD OF THE AFT ENGINE MOUNT. REPLACED WEB IAW DC9 SRM 54-10-00 AND 51-10-5.									
5522 MWEA	212ME 47701	DOUG DC932				SKIN 5910412	MISREPAIR LT ELEVATOR		2/20/98 MWEA98183
PREVIOUS REPAIR WAS NOTED ON THE LT ELEVATOR BETWEEN NOSE RIBS 8 AND 9 FROM OUTBOARD TIP REPAIR NOT IAW SRM. FABRICATED REPAIR DOUBLER IAW SRM 55-02.									
5530 CALA	37882 48027	DOUG DC981				SKIN	OVERSIZE HOLES DORSAL FIN		2/18/98 CALA9800273
INSPECTION FOUND OVERSIZED HOLES IN FUSELAGE SKIN AT OUTER DORSAL FIN ATTACH ANGLE ON LEFT AND RIGHT SIDES. REPAIRED IAW ECRA 5340-01312.									
5542 MWEA	212ME 47701	DOUG DC932				SKIN 5910256	MISREPAIRED RUDDER		2/23/98 MWEA98194
PREVIOUS FLUSH REPAIR WAS FOUND RUDDER RIB 22 REPAIR DOES NOT CONFORM TO SRM. REMOVED PREVIOUS REPAIR AND FAB DOUBLER IAW SRM 55-03 FIG 11, INSTALLED REPAIR DOUBLER IAW SRM 51-30.									
5720 MWEA	212ME 47701	DOUG DC932				TEE 9919369	CORRODED RT WING		2/23/98 MWEA98192
RT HAND WING T-CAP WAS FOUND TO BE EXCESSIVELY CORRODED WING STA XCW 58. T-CAP AT STA XCW 58 WAS REMOVED AND REPLACED IAW DOUGLAS SERVICE BULLETIN 57-98 REV 8.									
5730 MWEA	203ME 47673	DOUG DC932				SKIN	CORRODED LT WING		2/20/98 MWEA98191
INSPECTION FOUND CORROSION UNDER THE LEFT WING FINGER DOUBLERS ON LOWER SKIN INSIDE TRAILING EDGE PANEL. REPLACED SKIN IAW EA NR 57-006.									

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5730 MWEA	204ME 47680	DOUG DC932				SKIN	PEELING LEFT WING		2/18/98 MWEA98190
DURING INSPECTION, FOUND THE LT WING OUTBOARD TRAILING EDGE PANEL TOP SKIN PEELING BACK. MTC REPLACED SKIN IAW EA NR 57-006.									
5730 ERKR	660HA 48122	DOUG DC951				SKIN	CORRODED WS 362	28967	12/31/97 HALA9800016
DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE RIGHT LOWER WING FORWARD SKIN AT XRS 362 BY BLENDING OUT THE CORROSION, FABRICATING AND INSTALLING REPAIR DOUBLERS WET WITH SEALANT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-57-021-EAC. (M)									
5744 ABXA	938AX 47009	DOUG DC931			DOUG	FITTING 99193644	CORRODED WS 477		2/18/98 ABXA9800099
DURING C-CHECK, FOUND THE RIGHT WING, LOWER OUTBOARD HORIZONTAL FLANGE OF THE BULKHEAD/AILERON HINGE FITTING, AT STA XRS477 INSIDE THE FUEL VENT TANK, CORRODED BEYOND LIMITS.									
5753 ABXA	954AX 47612	DOUG DC941			DOUG	VANE 5910042510	CRACKED RT TE FLAP	80626	1/30/98 ABXA9800111
RIGHT FLAP VANE DELAMINATED APPROXIMATELY 3 INCHES ON UPPER MID SURFACE AND 7 INCH CRACK THROUGH SKIN AT MID INBOARD LEADING EDGE. REPLACED ALL HONEYCOMB CORE, DOUBLERS AND SKIN.									
5753 ERKR	660HA 48122	DOUG DC951				SPAR 59121251	CORRODED LT TE FLAP		12/31/97 HALA9800011
DURINC C-CHECK INSPECTION, DISCOVERED CORROSION ON THE LEFT FLAP FRONT SPAR LOWER CAP BETWEEN XFLS 299.601 AND 304.031. REPAIRED BY BLENDING OUT THE EXFOLIATION CORROSION, HFEC INSPECTING, ROTO PEENING, REINSTALLING FITTING REMOVED FOR ACCESS WITH 301 CRES SHIMS TO FILL VOID CREATED BY BLENDOUT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-57-012-EAC. (M)									
5753 ERKR	660HA 48122	DOUG DC951				CHORD 59122142	CORRODED RT TE FLAP	28967	12/31/97 HALA9800013
DURING C-CHECK INSPECTION, DISCOVERED CORROSION ON THE RIGHT FLAP SPAR UPPER TEE CHORD AT XFLS 187.406. REPAIRED BY BLENDING OUT THE CORRODED AREA, HFEC INSPECTING, ROTO PEENING AND REINSTALLING FITTING REMOVED FOR ACCESS WITH 301 CRES SHIMS TO FILL VOID CREATED BY BLENDOUT. ACCOMPLISHED IAW EVERGREEN AIR CENTER, ENGINEERING CHANGE/REPAIR AUTHORIZATION NR N660HA-57-013-EAC. (M)									
5755 MWEA	700ME 45696	DOUG DC914				SHIM	CORRODED LT SPOILER		2/19/98 MWEA98189
FOUND POPPED RIVET HEAD ON TOP OF LT FWD OF I/B SPOILER CTR HINGE. REMOVED AND REPLACED CORRODED SHIM.									
7230 NWAA	948L 47049	DOUG DC914	PWA JT8D7			COMPRESSOR	STALLED LT ENGINE		2/21/98 9803189139
AS AIRCRAFT LEVELED OFF AT 35,000 FEET DURING POWER REDUCTION, THE LEFT ENGINE EXPERIENCED COMPRESSOR STALLS. CREW FURTHER REDUCED LEFT ENGINE POWER. STALLS CEASED AND AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE LEFT ENGINE.									
4950 FDEA	609FE 48549	DOUG MD11F				BLEED AIR DUCT	CONTAMINATED APU		2/24/98 98FDEA00137
SHORTLY AFTER TAKEOFF, EXPERIENCED AN UNKNOWN ODOR THE F/O AND RFO EXPERIENCED A BURNING SENSATION IN THE EYES. CREW WENT ON 100 PERCENT O2 AND ACCOMPLISHED ALL CHECKLIST ITEMS. RETURNED TO EWR. COMPLIED WITH CHECKLIST AND DUMPED APPROX 65.0 LBS FUEL. REMOVED (3) COALESCER SOCKS FROM PACKS, FOUND THEM TO BE DIRTY WITH OIL RESIDUE. RAN NR (3) ENGINE AND ALL PACKS PER M/M 21-53-00-7. INSTALLED (3) NEW COALESCER SOCKS AND RAN ALL ENGINES FOR 20 MIN TO EACH RESPECTIVE PACK, NO ODOR OR FUMES WERE FOUND TO BE PRESENT IN CABIN. FOUND LARGE AMOUNTS OF OIL ON THE BLEED DUCT AND BLEED VALVE OF THE APU. CLEANED OIL FROM DUCT MANIFOLD AND DEFERRED APU PER MEL.									

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2130 DALA	967DL 53116	DOUG MD88				PRESSURIZATION	MALFUNCTIONED COCKPIT	2/22/98	DLM88980439
AUTO 1 AND 2 INOP LOST PRESURIZATION. UNABLE TO CONTROL CABIN IN MANUAL MODE AT 27000. AUTO 1 AND 2 INOP ILLUMINATED. CABIN WAS IN DESCENT AT 1500 FPM AND REMAINED IN DESCENT. FOLLOWED PROCEDURES PER POM. WENT TO MANUAL MODE, THEN CABIN WOULD NOT CONTROL. UNABLE TO CONTROL OUTFLOW VALVE. CABIN BEGAN TO CLIMB. TESTED CONTROLLERS AND OUTFLOW VALVE, UNABLE TO DUPLICATE.									
2560 MWEA	601ME 49762	DOUG MD88				GIRT BAR 11320	OUT OF POSITION SERVICE DOOR	2/18/98	MWEA98186
AFT GALLEY SERVICE DOOR GIRT BAR IS VERY DIFFICULT TO DISARM. REPOSITIONED FABRIC ON GIRT BAR.									
2565 MWEA	601ME 49762	DOUG MD88				SLIDE D29985107	INOPERATIVE AFT GALLEY	2/18/98	MWEA98187
DUE TO SEVERAL WRITEUPS ON THE AFT GALLEY SLIDE GIRT BAR DIFFICULT TO ARM/DISARM. REPLACED AFT GALLEY SLIDE.									
2910 DALA	978DL 53259	DOUG MD88				HYD LINE	LEAKING TAIL COMPT	2/22/98	DLM88980441
SMELLED SMOKE IN CABIN WHEN APU STARTED ON APPROACH. FOUND LEAKING HYDRAULIC LINE IN TAIL COMPARTMENT. REPAIRED, PERFORMED DUCT BURN-OUT.									
3350 DALA	920DE 53423	DOUG MD88				WIRE	CHAFED CABIN	2/23/98	DLM88980442
AFT SECTION OF FLOOR TRACK EMERGENCY LIGHTS FROM SEAT 30 TO 38 INOP. FOUND WHEN REPLACING MISSING TRACK LIGHT SOCKET AT ROW 28. FOUND WIRE CHAFED AT LIGHT ASSEMBLY L2-848. REPAIRED WIRE, CK OK.									
3417 DALA	906DL 49537	DOUG MD88			347003175	ADC	MALFUNCTIONED E/E COMPT	2/19/98	DLM88980412
ON APP GPWS WARNING OF MODE 4A TOO LOW GEAR TOO LOW TERRAIN GEAR WAS DOWN FLAPS AT 40 DEG. GO-AROUND WAS ACCOMPLISHED AND GPWS CMPTR C/B PULLED. REPLACED R2-1 RELAY, REPLACED GPWS CMPTR, TESTS OK. REPLACED ADC CMPTR DUE TO HISTORY. PERFORMED CK OUT PER M/M 34-45-00 PARA F MODE 4, TESTS OK.									
5311 DALA	985DL 53312	DOUG MD88				FRAME 591395101	CRACKED BS 1418	2/23/98	DLM88980455
AT FS 1418, MTC FOUND A CRACK AT L2L AND L2R ON THE FS 1418 FRAME. REPAIRED PER ERA 331389-14.									
5330 DALA	985DL 53312	DOUG MD88				SKIN 5911401179	DENTED BS 219	2/23/98	DLM88980456
FUSELAGE SKIN WAS FOUND DENTED AT STA 219 BETWEEN S18L AND 19L. REPAIRED PER ERA 331377-14.									
3020 SWIA	237SW 120314	EMB EMB120ER	PWA PW118A			WIRE	BROKEN LT INTAKE	2/9/98	SWIA971083
INFLIGHT LEFT INTAKE DE-ICE INOP AND MULTIPLE WING AND STAB DE-ICE LIGHTS INOP CAME ON. RECYCLED AND CHANGED TIMERS BUT ALL STILL INOP. RETURNED TO LAX. CLEANED ALL EJECTORS AND CHECKED FOR LEAKS. ALL FOUND NORMAL. REPLACED RIGHT ENGINE EJECTOR DUE TO BROKEN WIRE. PERFORMED GROUND RUN FOR 20 MINUTES AND ALL CHECKS GOOD.									
3230 COMA	267CA 120259	EMB EMB120RT				CONTROL BOX 12038594001	MALFUNCTION LANDING GEAR	12833 2891	2/23/98 COMA9810047
LANDING GEAR WILL NOT RETRACT. REPLACED THE LANDING GEAR CONTROL BOX.									
3230 COMA	269CA 120263	EMB EMB120RT				RELAY BOX	MALFUNCTION LANDING GEAR	19373 1139	2/22/98 COMA9810048
UNABLE TO RAISE LANDING GEAR AFTER TAKEOFF. BOTH INTRANSIT RED AND GREEN SAFE INDICATORS WERE ON. REPLACED THE LANDING GEAR RELAY BOX.									

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3233 C2XA	31711 120107	EMB EMB120RT				ACTUATOR 1959510006	OUT OF ADJUST LT MLG		1/25/98 C2XA98CL007
CLE - FLT 3114 - CREW REPORTED THAT WHEN GEAR WAS CYCLED UP THEY FELT A STRONG VIBRATION FROM THE LEFT MAIN GEAR WITH THE 'A' INDICATION REMAINING ILLUMINATED. AIRCRAFT RETURNED TO FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE ADJUSTED THE THE LEFT MAIN GEAR ACTUATOR IAW EMB-120 MM 32-32-10. OPERATIONAL CHECKS WERE SATISFACTORY, AIRCRAFT RELEASED FOR SERVICE. (M)									
5350 WTAA	271YV 120271	EMB EMB120RT				RADOME	BIRDSTRIKE FWD FUSELAGE		2/6/98 WTAA980026
SBA - BIRDSTRIKE ON NOSE DURING APPROACH REPORTED. MAINTENANCE INSPECTED AREA FOR DAMAGE. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
7261 COMA	249CA 120230	EMB EMB120RT	PWA PW118			BREATHER 310770101	DAMAGED LT ENGINE		2/19/98 1 COMA9810046
LEFT ENGINE OIL PRESSURE FELL TO 50 PSI DURING FLIGHT. FOUND EXCESSIVE OIL LEAKAGE FROM ENGINE BREATHER SEAL.									
2565 QXEA	477AU 11226	FOKKER F28MK4000			SWITLIK W85002	SLIDE D31697101	LOW PRESSURE CABIN		2/22/98 469 QXEA9800080
ESCAPE SLIDE PRESSURE LOW. REPLACED ESCAPE SLIDE ASSEMBLY, OPERATIONAL CHECKS GOOD.									
3241 USAA	852US 11280	FOKKER F28MK0100				CONNECTOR	FAILED ANTI-SKID CONTL		1/16/98 USAAF98006
FLT 1707 - CLT-IAD - EN ROUTE TO IAD, LIFT DUMPER FAULT ANNUNCIATED. FLT RETURNED TO CLT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND TWO PINS (2 AND 53) AT ANTI-SKID CONTROL BOX WERE PUSHED BACK IN THE CONNECTOR. REPAIRED THE CONNECTOR AND REPLACED K1197, K1198, K1261A AND K1730 AS PRECAUTIONARY. SYSTEM TESTED OK. (M)									
3350 USAA	865US 11308	FOKKER F28MK0100				BATTERY PACK 6104789	DISCHARGED CABIN		1/14/98 USAAF98007
IND - MAINTENANCE FOUND EMERGENCY LIGHTS INOPERATIVE AT FORWARD CABIN FLOOR, GALLEY AND COCKPIT. REPLACED THE BATTERY PACK. (M)									
3350 QXEA	490US 11152	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		2/22/98 QXEA9800081
OVERWING EMERGENCY EXIT SIGN LIGHT FOR THE HATCH AT 9E IS OUT. RELAMPED EXIT SIGN, OPERATIONAL CHECKS GOOD.									
3350 QXEA	486US 11237	FOKKER F28MK4000			GRIMES	SIGN A48351401	INOPERATIVE CABIN		2/19/98 QXEA9800079
OVERHEAD EMERGENCY EXIT SIGN ABOVE AISLE ROW 8 IS ONLY PARTIALLY ILLUMINATED. REPLACED EXIT SIGN, OPERATIONAL CHECK GOOD.									
5210 QXEA	491US 11156	FOKKER F28MK4000				MECHANISM	LACK OF LUBE PAX DOOR		2/22/98 QXEA9800082
MAIN CABIN DOOR IS DIFFICULT TO OPEN FROM THE INSIDE OF THE CABIN. CLEANED AND LUBRICATED THE DOOR MECHANISM, OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE. NO PARTS REPLACED.									
2530	910B 1102	GULSTM GIV				HOSE LP212872	BURNED GALLEY		2/3/98 98ZZZX791
OUTFITTER - INSTALLED WATER FILL/DRAIN LINES INCORPORATE 120 VAC HEAT ELEMENT. THREE OCCURRENCES OF THE ELEMENT BURNING HOLE IN HOSE. ONE OF THE OCCURRENCES SINGED THE INSULATION AND SOUNDPROOFING.									

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4990	1PG 1259	GULSTM GIV				ADAPTER C3444200225	FAILED APU OIL FILTER	853	1/27/98 98ZZZX793
DURING OUTFITTING OF THE ACFT, AN ADDITIONAL INDICATION AND BYPASS SYTEM WAS ADDED TO THE APU WHICH INSTALLED AN OIL TEMP BULB IN THE BOTTOM OF THE OIL FILTER HOUSING. THE ADAPTER SCREWS INTO THE HOUSING IN ORDER TO ALLOW TEMP BULB, PN MS28034-1, TO BE INSTALLED. THE APU WAS RETURNED FROM REPAIR AND THE MECHANIC, USING MINIMUM TORQUE, ATTEMPTED TO INSTALL THE ADAPTER WHICH SHEARED AT THE END OF THE THREADED AREA. THIS AREA IS VERY THIN DUE TO THE UNDERCUTTING TO ALLOW FOR THE O-RING.									
5720 LEGR *****	180AR 148	GULSTM G1159B				BOLTS NAS116558L	CORRODED WINGLET ATTACH	11786	1/29/98 98ZZZX798
REMOVED LEFT WING WINGLET ATTACHMENT BOLTS AND SLEEVES TO REMOVE WINGLET FOR ACCESS. FOUND ALL SIX BOLTS EXCESSIVELY CORRODED. THERE IS NO REQUIRED INSPECTION IN CHAPTER 5 FOR THESE BOLTS. THERE IS ALSO NO REMOVAL OR INSTALLATION INSTRUCTIONS FOR WINGLET IN MM. SUBMITTER RECEIVED SPECIAL INSTRUCTIONS FROM ENGINEERING FOR SEALING AND TORQUES. SUBMITTER SUGGESTED WINGLET SHOULD HAVE CHAPTER 5 INSPECTION REQUIREMENT EVERY 5 YEARS, AND PROCEDURE TO INSTALL AND REMOVE.									
5720 LEGR *****	180AR 148	GULSTM G1159B				BOLTS NAS116565L	CORRODED WINGLET ATTACH	11786	1/29/98 98ZZZX797
REMOVED LEFT WING WINGLET ATTACHMENT BOLTS AND SLEEVES TO REMOVE WINGLET FOR ACCESS. FOUND ALL SIX BOLTS EXCESSIVELY CORRODED. THERE IS NO REQUIRED INSPECTION IN CHAPTER 5 FOR THESE BOLTS. THERE IS ALSO NO REMOVAL OR INSTALLATION INSTRUCTIONS FOR WINGLET IN MM. SUBMITTER RECEIVED SPECIAL INSTRUCTIONS FROM ENGINEERING FOR SEALING AND TORQUES. SUBMITTER SUGGESTED WINGLET SHOULD HAVE CHAPTER 5 INSPECTION REQUIREMENT EVERY 5 YEARS, AND PROCEDURE TO INSTALL AND REMOVE.									
5720 LEGR *****	180AR 148	GULSTM G1159B				BOLTS NAS116551L	CORRODED WINGLET ATTACH	11786	1/29/98 98ZZZX796
REMOVED LEFT WING WINGLET ATTACHMENT BOLTS AND SLEEVES TO REMOVE WINGLET FOR ACCESS. FOUND ALL SIX BOLTS EXCESSIVELY CORRODED. THERE IS NO REQUIRED INSPECTION IN CHAPTER 5 FOR THESE BOLTS. THERE IS ALSO NO REMOVAL OR INSTALLATION INSTRUCTIONS FOR WINGLET IN MM. SUBMITTER RECEIVED SPECIAL INSTRUCTIONS FROM ENGINEERING FOR SEALING AND TORQUES. SUBMITTER SUGGESTED WINGLET SHOULD HAVE CHAPTER 5 INSPECTION REQUIREMENT EVERY 5 YEARS, AND PROCEDURE TO INSTALL AND REMOVE.									
2810 JGVR		ISRAEL ASTRASPX				FUEL BAY	CONTAMINATED FUEL SYSTEM	391	2/5/98 98ZZZX807
CLEANED FUEL BAYS AND REMOVED 14.2 GRAMS OF LOOSE SEALER, METAL SHAVINGS, AND WHOLE AND PARTIAL BOLTS. AIRCRAFT CANADIAN REGISTRY.									
3140 VTZA	303UE 41015	JETAIR JETSTM4101				EHSI SCREEN 7003110901	FAILED LT COCKPIT		1/27/98 VTZA98030
FLT 6516 - IAD-LGA - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE CAPTAINS EHSI SCREEN GOING BLANK. AIRCRAFT RETURNED TO THE GATE, WHERE MAINTENANCE CONTROL AND MAINTENANCE WAS NOTIFIED. MAINTENANCE REMOVED AND REPLACED THE EHSI INDICATOR IAW MAINTENANCE PROCEDURES. ALL CHECKS WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3260 VTZA	324UE 41017	JETAIR JETSTM4101				RELAY S2700003	FAILED PEDESTAL		1/16/98 VTZA98020
FLT 6563 - IAD-RDU - DURING TAKEOFF, EXPERIENCED A DISCREPANCY WITH THE RED GEAR INTRANSIT LIGHT ILLUMINATION ON GEAR UP ACTIVATION. GEAR WAS CYCLED DOWN AND HAD THREE GREEN LIGHTS. AIRCRAFT RETURNED TO IAD WHERE MAINTENANCE WAS DISPATCHED AND FOUND THAT THE FILAMENT TEST RELAY HAD FAILED. MAINTENANCE REMOVED AND REPLACED THE TEST RELAY AND PERFORMED THE REQUIRE CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3260 VTZA	323UE 41059	JETAIR JETSTM4101				SWITCH ATG132256	FAILED LT MLG		1/14/98 VTZA98014
IAD-ROC - FLT 6365 - DURING TAKEOFF, EXPERIENCED A DISCREPANCY WITH THE RED GEAR INTRANSIT LIGHT ILLUMINATION ON GEAR UP ACTIVATION. AIRCRAFT RETURNED TO IAD WHERE MAINTENANCE WAS DISPATCHED AND FOUND THAT THE LEFT MLG UPLOCK MICROSWITCH HAD FAILED. MAINTENANCE REMOVED AND REPLACED THE LEFT MGL UPLOCK MICROSWITCH AND PERFORMED THE REQUIRE CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									

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7921 VTZA	321UE 41045	JETAIR JETSTM4101				OIL COOLER L86023281	FAILED RT ENGINE		1/15/98 VTZA98021
FLT 6402 - BOS-IAD - DURING CRUISE, EXPERIENCED A DISCREPANCY WITH THE RT OIL PRESSURE INDICATION FLUCTUATION. AIRCRAFT DIVERTED TO BDL, DECLARED AN EMERGENCY AND LANDED WITH NO FURTHER PROBLEM. MAINTENANCE WAS DISPATCHED AND FOUND THAT THE RT ENGINE OIL COOLER IN-LINE BOSS WAS STRIPPED OUT. MAINTENANCE REMOVED AND REPLACED THE ENGINE OIL COOLER AND PERFORMED THE REQUIRED CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3411 JGVR	32HM 187	LEAR 35A				VENT DRAIN 50BSH4H	BLOCKED PITOT/STATIC		2/10/98 98ZZZX789
NR 2 PITOT STATIC VENT DRAINS PLUGGED WITH SILICONE. CLEANED DRAINS, INSTALLED NEW SEALS, AND CERTIFIED NR 2 PITOT-STATIC SYSTEM. AIRCRAFT TSN: 6,492.4 HOURS. AIRCRAFT LANDINGS: 5,782.									
3350 DALA	790DL 193A1143	LKHEED 10113851				BATTERY 61020	DISCHARGED CABIN		2/15/98 DLL13980416
EMERGENCY FLASHLIGHT INOP AT 2L. REPLACED BATTERY.									
3350 DALA	722DA 193C1147	LKHEED 10113851			5155741	BATTERY PACK	DISCHARGED CABIN		2/21/98 DLL10980434
R-4 EMERGENCY LIGHT BATTERY PACK FAILED TO HOLD CHARGE. REPLACED EMERGENCY BATTERY PACK.									
3350 DALA	769DL 193H1218	LKHEED 10113853			3506892	LIGHT	INOPERATIVE CABIN		2/19/98 DLL17980414
THE 25B EMERGENCY TRACK LIGHT INOP. FOUND SOCKET BAD, REPLACED SAME.									
5312 DALA	714DA 193C1090	LKHEED 10113851				BULKHEAD WEB	CRACKED BS 1212		2/20/98 DLL10980449
THE FS 1212 BULKHEAD WEB WAS FOUND WITH A .25 LONG CRACK AT RBL 42.5. THE CRACK WAS ROUTED OUT AND A LOCAL DOUBLER REPAIR INSTALLED PER ER/A 364062-14AD, REV A. THE REPAIR WAS GRANTED AMOC APPROVAL FOR AD 96-20-10.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	DAMAGED BS 593-603		2/10/98 CKSA98029
FUSELAGE SKIN DAMAGE FS 593 TO FS 603 LT STR 49. REPAIRED SKIN DAMAGE IAW AIA EA NR L1-53-013 MARSHALLS DWG NR MT2-05-0282. FAA APPROVED ON FORM 8110-3 DATED 2/10/98.									
5720 DALA	725DA 193C1162	LKHEED 10113851				STIFFENER 1506811103	CRACKED FRONT SPAR		2/13/98 DLL10980396
THE LBL 30 STIFFENER ON THE FRONT SPAR OF THE CENTER WING WAS FOUND WITH A .5 INCH CRACK EMANATING FROM THE SECOND LIGHTENING HOLE FROM THE TOP. THE TOP SECTION OF STIFFENER WAS TRIMMED OFF AND A NEW SECTION SPLICED IN PER ER/A 363992-14, REV A.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED PAX CABIN		2/23/98 RAAA98E9008
PAX ROW 17 AND 21 FLOOR PROXIMITY EGRESS LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
5400 RAAA	1968R 188C2007	LKHEED 188C				SHEAR TIE	CRACKED NR 2 NACELLE	42551	2/19/98 RAAA98E9007
DURING SCHEDULED NR 1 CHECK, FOUND NR 2 NACELLE SHEAR TIE CRACKED (APPROX .25 IN) AT NAC STA -31, 13 INCHES ABOVE LOWER LONGERON. REPLACED SHEAR TIE PER SRM 51-2-9, M-54 NR 101.									

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7414 BIEA	9211K 347670191	PIPER PA34200T	CONT TSIO360EB			CONDENSOR 10357281	SHORTED RT MAG	293	2/23/98 BIER9802050
PILOT REPORTED, EXCESS RPM DROP ON RUN-UP, INSP OF MAG INTERNALS REVEALED TOP OF CONDENSOR, WHERE WIRE IS SOLDERED TO CONDENSOR WAS CONTACTING MAG CAP. IT HAD FINALLY WORN THROUGH THE INSULATING PAINT AT THE TOP. SUBMITTER STATES, THE SOLDER JOINT AND WIRE WAS TOO TALL AT MANUFACTURER AND INSTALLATION BY MANUF.									
3030	2286U 258336	RAYTHN HAWKER800XP				STATIC PLATE 420241	FAILED PITOT STATIC AI	74	2/11/98 98ZZZX851
DURING 30-DAY INSPECTION, DISCOVERED BOTH STATIC PLATES WERE NOT HEATING. AIRCRAFT WAS FERRIED TO MANUFACTURER'S FACILITY WHERE STATIC PLATES WERE REPLACED. OPERATIONAL CHECKED OK.									
2530 WWMA	332AE 340B332	SAAB 340B				RECEPTICLE 38512	BURNED GALLEY		2/23/98 WWMA9800035
CREW REPORTED ELECTRICAL SMELL IN THE GALLEY AREA. SUSPECTED THE COFFEE JUG. MAINTENANCE FOUND THE NR 1 HOT JUG RECEPTICLE BURNED. REPLACED THE RECEPTICLE AND THE NR 1 HOT JUG.									
2611 WWMA	243AE 340B243	SAAB 340B				DETECTOR 72111211000	DEFECTIVE E/E COMPT		2/15/98 WWMA9800031
AVIONICS SMOKE LIGHT ILLUMINATED DURING THE TAKEOFF ROLL, ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE AVIONICS SMOKE DETECTOR.									
2611 PLGA	365BE 340B299	SAAB 340B				DETECTOR 72111211000	FAILED CARGO COMPT		1/19/98 PLGA980119A
BGR - FLT 4277 - AFTER TAKEOFF, THE CREW RECEIVED A CARGO COMPARTMENT SMOKE WARNING. THE WARNING LIGHT EXTINGUISHED AND THEN ILLUMINATED AGAIN. CREW FOLLOWED PROCEDURES AND DISCHARGED THE EXTINGUISHER BOTTLE. AIRCRAFT RETURNED TO BGR AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NO EVIDENCE OF SMOKE OR FIRE. BOTH SMOKE DETECTORS WERE REPLACED ALONG WITH THE EXTINGUISHER BOTTLE. SYSTEM TESTED GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2613 MALA	586MA 340B165	SAAB 340B				THERMAL SWITCH 245284	FAILED RT NACELLE		2/17/98 MALA975989
DURING TAKEOFF, THE RIGHT TAILPIPE HOT LIGHT ILLUMINATED. TAKEOFF ABORTED. MAINTENANCE REPLACED THREE THERMAL SWITCHES IN RIGHT NACELLE, OPS CHECK GOOD.									
2613 MALA	418XJ 418	SAAB 340B				CONNECTOR	CONTAMINATED RT TAILPIPE		2/17/98 MALA975987
AFTER TAKEOFF, THE RIGHT TAILPIPE HOT LIGHT ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE CLEANED MOISTURE FROM RIGHT TAILPIPE EXHAUST SENSORS CANNON PLUG. GROUND RAN AIRCRAFT FOR 15 MINUTES, OPS CHECK OF FIRE DETECTION SYSTEM GOOD.									
2613 MALA	429XJ 429	SAAB 340B				WARNING LIGHT	ILLUMINATED RT TAILPIPE		2/17/98 MALA975990
ON TAKEOFF, THE RIGHT TAILPIPE HOT LIGHT ILLUMINATED. ABORTED TAKE OFF. MAINTENANCE FOUND MOISTURE IN TAILPIPE. RAN AIRCRAFT FOR 20 MINUTES AND DRIED AREA, OPS CHECK GOOD.									
2730 REXA	369PX 340B295	SAAB 340B				TRIM	OUT OF POSITION ELEVATOR		2/3/98 REXA98043
ABORTED TAKEOFF DUE TO CONFIG LIGHT. CREW DISCOVERED TRIM TO BE OUT OF THE GREEN ARC. (M)									
2910 PLGA	743BA 340A093	SAAB SF340A				SWIVEL L38710SA	LEAKING RT MLG		1/14/98 PLGA980114B
FLT 4562 - LGA - AFTER TAKEOFF, THE CREW REPORTED THE MAIN HYDRAULIC SYSTEM WARNING LIGHT ILLUMINATED ALONG WITH LOW PRESSURE AND QTY. CREW FOLLOWED PROCEDURES AND RETURNED TO LGA. MAINTENANCE FOUND HYDRAULIC LINE SWIVEL GOING TO RIGHT MAIN GEAR DOWN LOCK LEAKING. SWIVEL WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE. (M)									

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3010 PLGA	363BE 340B293	SAAB 340B				BOOT 7257211525	FAILED LT WING		1/15/98 PLGA980115A
BOS - FLT 4394 - AFTER TAKEOFF, THE CREW RECEIVED A DE-ICE BOOT TIMER LIGHT FAILURE. AIRCRAFT RETURNED TO BOS DUE TO WEATHER CONDITIONS. MAINTENANCE REPLACED THE NR 6 DE-ICE BOOT. AIRCRAFT RETURNED TO SERVICE. (M)									
3020 MALA	592MA 340B199	SAAB 340B				CONNECTOR	CONTAMINATED LT INTAKE HEAT		2/16/98 MALA975988
DURING CLIMBOUT, THE LEFT ENGINE INTAKE LIGHT ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE CLEANED ALL CANNON PLUGS (31HE, 13HE, 15HE, 8AZ) FOR LEFT INTAKE HEAT, OPS CHECK GOOD.									
3020 MALA	595MA 340B216	SAAB 340B				ICE LIGHT	ILLUMINATED LT INTAKE		2/20/98 MALA976001
DURING CLIMB, AFTER SELECTING FULL ICE, THE LEFT INTAKE LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE RESET LOWER INLET DUCT CIRCUIT BREAKER IN LEFT NACELLE WHEEL WELL. INSPECTED INLETS, NO DEFECTS NOTED, ALL CHECKS GOOD.									
3020 MALA	412XJ 340B412	SAAB 340B				INLET DUCT NH24668151	FAILED LT ENGINE		2/18/98 MALA975994
DURING CRUISE, THE LEFT ENGINE INTAKE CAUTION LIGHT ILLUMINATED. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED LEFT LOWER INLET DUCT. OPS CHECK GOOD.									
3060 PLGA	342BE 340A096	SAAB SF340A				DE-ICE LEAD VP3365A	FAILED LT PROP		1/13/98 PLGA980113A
BGR - FLT 4586 - AFTER DEPARTURE, THE LEFT PROP DE-ICE FAILURE LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BGR DUE TO WEATHER CONDITIONS. MAINTENANCE REPLACED ONE PROP DE-ICE LEAD. SYSTEM TESTED GOOD AIRCRAFT RETURNED TO SERVICE. (M)									
3213 PLGA	341BE 340A063	SAAB SF340A				STRUT	REQ'D SERVICE LT MLG		1/14/98 PLGA980114A
BOS - FLT 4297 - AFTER TAKEOFF, THE CREW RECEIVED A CONFIGURATION WARNING. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE SERVICED LEFT MAIN GEAR STRUT. AIRCRAFT RETURNED TO SERVICE. (M)									
3240 MALA	109XJ 340A109	SAAB SF340A				BRAKE 50125892	WORN RH OB MLG		2/16/98 MALA975998
ON LANDING IN MSP WHEN BRAKES ARE APPLIED, FULL RIGHT NOSEWHEEL AUTHORITY IS REQUIRED TO MAINTAIN DIRECTIONAL CONTROL. WHEN TAXIING TO GATE, NOTICED RIGHT BRAKE VERY WEAK. MAINTENANCE REPLACED THE POWER BRAKE VALVE AND THE RIGHT OUTBOARD BRAKE. TAXI CHECK GOOD.									
3320 MALA	402XJ 340B402	SAAB 340B				BULB	FAILED CABIN		2/21/98 MALA976006
DURING INSPECTION, SMOKE NOTED COMING FROM WINDOW SIDE LIGHT. REMOVED BULB AND SMOKE CEASED. WINDOW LIGHTING DEFERRED AS PER MEL 33-20-1C.									
3350 WWMA	309AE 340B309	SAAB 340B				BULB GE85	FAILED CABIN		2/21/98 WWMA9800037
DURING PREFLIGHT, THE FLIGHT ATTENDANTS EMERGENCY ARM LIGHT FAILED TO ILLUMINATE. REPLACED BULB.									
3350 WWMA	324AE 340B324	SAAB 340B				LIGHT	INOPERATIVE CABIN		2/22/98 WWMA9800034
DURING PREFLIGHT, OVERHEAD EMERGENCY EXIT LIGHTS WOULD NOT ILLUMINATE. MAINTENANCE PERFORMED GROUND TEST OF EMERGENCY LIGHT SYSTEM AND FOUND ALL LIGHTS TO ILLUMINATE PROPERLY IAW SAAB AMM 33-55-00.									
3350 WWMA	356SB 340B356	SAAB 340B				CONNECTOR	LOOSE CABIN		2/16/98 WWMA9800033
DURING PREFLIGHT, THE EMERGENCY LIGHT AT ROW 6/7 FAILED TO ILLUMINATE. MAINTENANCE RESEATED BATTERY PACK CANNON PLUG.									

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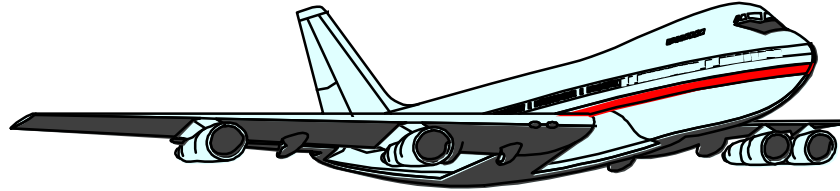
ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 MALA	423XJ 423	SAAB 340B				LIGHT	LOOSE CABIN		2/21/98 MALA976003
DURING INSPECTION, THE LOWER EMERGENCY EXIT LIGHT INOP AT 6A. MAINTENANCE RESECURED LOWER EXIT LIGHT, OPS CHECK GOOD.									
3350 MALA	41XJ 041	SAAB SF340A				SIGN	LOOSE CABIN		2/17/98 MALA975991
DURING INSPECTION, FOUND RIGHT FORWARD EMERGENCY EXIT SIGN UNSECURED. MAINTENANCE RESECURED PANEL, ALL CHECKS GOOD.									
3350 MALA	68XJ 068	SAAB SF340A				LIGHT	INOPERATIVE CABIN		2/21/98 MALA976009
DURING INSPECTION, OVERHEAD EMERGENCY LIGHT 8CD INOP. MAINTENANCE DEFERRED LIGHT, IAW MEL 33-52-2C.									
3350 MALA	991XJ 091	SAAB SF340A				LAMP 7239410802	FAILED CABIN		2/16/98 MALA975992
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHT ROW 6A INOP. MAINTENANCE RELAMPED, ALL CHECKS GOOD.									
3350 MALA	99XJ 099	SAAB SF340A				BULB 1317	FAILED CABIN		2/15/98 MALA975984
DURING INSPECTION, OVERHEAD EMERGENCY LIGHTS INOP AT ROWS 1A, 2A, AND 3A. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	119XJ 119	SAAB SF340A				BULB 1317	FAILED CABIN		2/18/98 MALA975993
DURING INSPECTION 8A, OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED. ALL CHECKS GOOD.									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN		2/13/98 MALA975983
DURING INSPECTION, OVERHEAD EMERGENCY LIGHT 2A INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
3350 MALA	107XJ 340A107	SAAB SF340A				LIGHT	INOPERATIVE CABIN		2/20/98 MALA976000
DURING INSPECTION, EMERGENCY FLOOR TRACK LIGHT INOP AT 9C. MAINTENANCE RECYCLED POWER, ALL CHECKS GOOD.									
3350 MALA	114XJ 340A114	SAAB SF340A				LAMP 60207	FAILED CABIN		2/21/98 MALA976007
DURING INSPECTION, LEFT FORWARD EMERGENCY EXIT LIGHT NEAR LEFT PASSENGER ENTRY DOOR FLOOR INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT, OPS CHECK GOOD.									
3350 MALA	115XJ 340A115	SAAB SF340A				POWER PACK 6104789	INOPERATIVE CABIN		2/21/98 MALA976002
DURING INSPECTION, EMERGENCY LIGHTS INOP, MAIN BOARDING DOOR AND 2 EXIT COMPARTMENT LIGHTS. MAINTENANCE REPLACED CABIN EMERGENCY LIGHT POWER PACK, OPS CHECK GOOD.									
3414 MALA	420XJ 420	SAAB 340B				ASI 640668901	FAILED RT COCKPIT		2/11/98 MALA975997
DURING CRUISE FLIGHT AND CLIMB THROUGH 20,000 FEET, THE RIGHT ALTIMETER WAS INACCURATE, IT BEGAN INCREASING AS THE AIRCRAFT WAS CLIMBING. AIRCRAFT RETURNED TO DTW. MAINTENANCE REPLACED THE FO'S ASI. OPS CHECK GOOD.									

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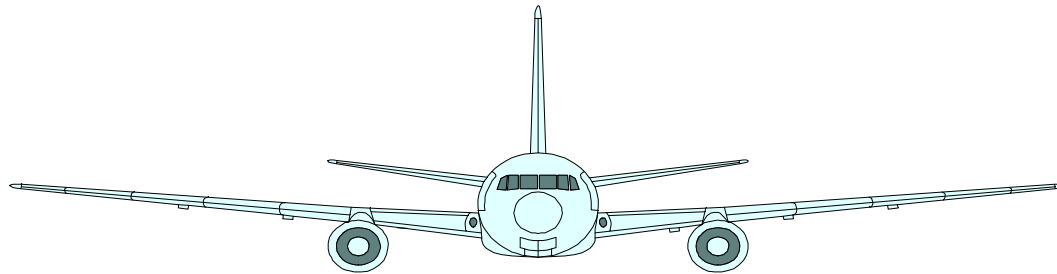
DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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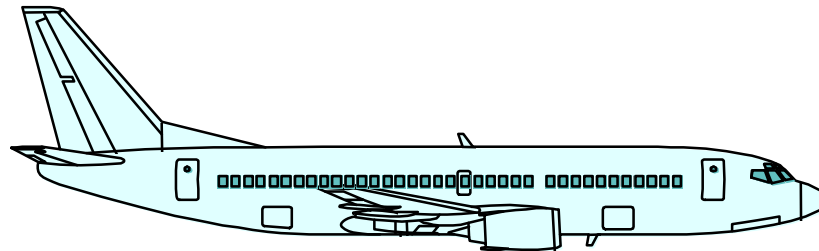
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5610 WWMA	338SB 340B338	SAAB 340B				WINDSHIELD 7256100501	FAILED LT COCKPIT		2/16/98 WWMA9800032
CREW REPORTED SMELL OF HOT METAL OR INSULATION BURNING IN THE COCKPIT. MAINTENANCE FOUND THE LEFT FRONT COCKPIT WINDSHIELD HEATING ELEMENTS BURNED OUT. REPLACED WINDSHIELD.									
5720 MALA	103XJ 340A103	SAAB SF340A				ANGLE WS 42	DAMAGED WS 42		2/22/98 MALA976005
DURING HEAVY CHECK, DISCOVERED CRACK IN SECONDARY SUPPORT ANGLE AT STA WS 42 ON BOTH LEFT AND RIGHT WING TRAILING EDGE. MAINTENANCE REMOVED 4 EACH FASTENERS AND PERFORMED EDDY CURRENT INSPECTIONS FOUND TO BE NO FURTHER DAMAGE TO SPAR CAP, WEB, RIB AND INTERNAL ANGLE. MAINTENANCE REAMED HOLES TO NEXT SIZE, INSPECTED AGAIN USING EDDY CURRENT AND REINSTALLED NEW FASTENERS AND SEALED. SAAB 340 STRUCTURAL REPAIR STATEMENT 72SDS0871.									
7210 SI3R		SAAB SF340A	GE CT79B		HAMSTD 6044T35P10	BEARING 7757571	CRACKED GC 49 GEARBOX	14350	2/3/98 SI3R98002
DURING DISASSEMBLY OF GEARBOX, THE FORWARD ROLLER BEARING INNER RACE WAS FOUND CRACKED, PN 775757-1, FIG 7, ITEM 60. (X)									
7210 SI3R		SAAB SF340A	GE CT79B		HAMSTD 5074T51G10	RETAIN NUT 7757704	LOOSE GC 49 GEARBOX	8381	2/13/98 SI3R98003
DURING DISASSEMBLY OF GEARBOX, THE DRIVE GEAR RETENTION NUT WAS REMOVED WITH NO TORQUE REQUIRED. INSTALLATION TORQUE IS 1,550 - 1,600 FEET/POUNDS. NUT P/N 775770-4, FIG 7 ITEM 25. (X)									
7510 MALA	76XJ 076	SAAB SF340A	GE CT75A2			AISB VALVE 6058T80P03	FAILED RT NACELLE		2/19/98 MALA976004
DURING CRUISE FLIGHT, THE RIGHT AIR VALVE LIGHT ILLUMINATED. AIRCRAFT RETURNED TO MSP. MAINTENANCE REPLACED THE RIGHT ANTI-ICE START BLEED VALVE, ALL CHECKS GOOD.									
7712 PLGA	741BA 340A090	SAAB SF340A				CONNECTOR	DIRTY LT ENGINE		1/14/98 PLGA980114C
BTU - AFTER TAKEOFF, THE CREW REPORTED THE LEFT ENGINE TORQUE STARTED FLUCTUATIONS BETWEEN 80-90 PERCENT. THE LEFT OIL PRESSURE ALSO STARTED FLUCTUATIONS OF 20 PSI. AIRCRAFT RETURNED TO BTU AND LANDED WITHOUT INCIDENT. MAINTENANCE CLEANED ELECTRICAL CONNECTORS TO ECU. ENGINE GROUND RAN WITH ALL INDICATIONS NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)									



INTERNATIONAL



SERVICE DIFFICULTY REPORT



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3233		AIRBUS A320212				BEARING 002001519	CRACKED RT MLG ACT		1/7/98 AU980042
(AUS) RH MAIN LANDING GEAR RETRACTION ACTUATOR ROD END BEARING BALL CRACKED IN SEVERAL PLACES. FOUND DURING INSPECTION IAW ER A32-32-10-52.									
3425		BAC 146300A	LYC ALF502R5			SYMBOL GENERATOR 4066300901	CONTAMINATED INTEGRATED FLT.		1/21/98 AU980040
(AUS) LH SYMBOL GENERATOR FAULTY DUE TO WATER CONTAMINATION.									
3246		BAG BAE146100A	LYC ALF502R5		DUNLOP AHA1489	WHEEL ASSY AHA1483	CRACKED GEAR ASSY	4919	12/18/92 CA921229601
(CAN) OUTER HALF OF WHEEL HAS .250 INCH CRACK IN THE BEAD AREA. PART TC: 5,282.									
6120		BEECH 1900D	PWA PT6A67D	HARTZL HCE4A3A		CABLE	LOOSE LT PROP		1/14/98 AU980054
(AUS) LH PROPELLER REVERSING LEVER CABLE LOOSE ON INNER WIRE AND BALL END.									
5620		BEECH B200	PWA PT6A41			WINDOW 1014301835	CRACKED CABIN OUTER PANE	3580	1/18/93 CA930205302
(CAN) CRESCENT SHAPED CRACK FOUND IN OUTER WINDOW PANE OF CABIN RT SIDE WINDOW BEHIND EMERGENCY EXIT. AIRCRAFT TT: 5,490 HOURS. PART TC: 4,390.									
3250		BEECH 58	CONT IO520C			RETAINER 968200183	CRACKED STEERING	6598	2/3/93 CA930212203
(CAN) STEERING RETAINER FOUND CRACKED AT STEERING PUSH ROD ATTACH LUG. CRACKS RADIATE VERTICALLY FROM LUG MACHINED RADIUS FROM UPPER RADIUS TO LOWER RADIUS, APPROX 1.50 INCHES. PART HAD TO BE REMOVED TO SEE EXTENT OF DAMAGE. DAMAGE POSSIBLY DUE TO OVERSTEERING AIRCRAFT WHILE TOWING.									
3242		BOEING 727217	PWA JT8D17		BFGOODRICH 10604851	BRAKE STATOR 10604851	BROKEN NLG		2/9/93 CA930211401
(CAN) ON TAXI, CREW NOTED SEVERE VIBRATION FROM NLG AT GATE, RT NOSE BRAKE HOT AND SMOKING. WHEEL REMOVED AND PIECES OF STATOR FELL OUT.									
3241		BOEING 75728A	RROYCE RB211524B02			WIRES	CROSSED ANTI SKID JB J3		1/22/93 CA930208408
(CAN) TIRE BLOWN ON LANDING - ANTI SKID WIRES CROSSED AT JB J3.									
3246		BOEING 75728A				NUT	SPLIT NR 4 MAIN WHEEL		1/29/93 CA930208405
(CAN) NR 4 MAIN WHEEL HAS ONE SPLIT NUT ON THROUGH-NUT.									
7320		BOEING 75728A	RROYCE RB211535E437			P1 TUBE ASSY UL16688	CHAFED ENG CONTROL		1/31/93 CA930211414
(CAN) WITH EEC ON THROTTLE STAGGER. P1 TUBE ASSEMBLY REPLACED.									
7700		BOEING 75728A	RROYCE RB211535E437			WIRING HARNESS	CHAFED NR 2 ENGINE		1/20/93 CA930211410
(CAN) AT CRUISE, ECAIS MESSAGE "R ENGINE SURGE CONT". WIRING HARNESS INSPECTED AND FOUND CHAFED APPROXIMATELY 6 INCHES FROM CONNECTOR D1380 AND REPAIRED IAW MM 70-00-20.									

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7830		BOEING 75728A	RROYCE RB211535E4			CASCADE SUPPORT LJ75720	CRACKED THRUST REVERSER	13513	1/24/93 CA930208407
(CAN) LEFT ENGINE INBOARD REVERSER AFT CASCADE SUPPORT RING CRACKED. RECTIFICATION REPLACED PER ROLLS ROYCE SB 211-78-9568.									
2910		BRAERO HS7482A	RROYCE DART5352			PUMPS	AIRRATED HYDRAULIC SYSTEM	1/29/93	CA930208406
(CAN) BOTH FLOW LIGHTS ON AND MAIN HYDRAULIC SYSTEM PRESSURE DROPPED TO A STEADY 1500 PSI FROM 2000-2500 PSI OPERATING PRESSURE. HYDRAULIC PUMPS AERATED SYSTEM BLEED OF AIR OPERATED NORMAL OAT -38 DEGREES CELSIUS. NITROGEN DUMPED FROM NR 1 BRAKE ACCUMULATOR INTO HYDRAULIC SYSTEM.									
2910		BRAERO HS7482B	RROYCE DART5352			ACCUMULATOR	LEAKING BRAKE	2/1/93	CA930211415
(CAN) THE AIRCRAFT PORT HYDRAULIC FLOW LIGHT REMAINED ON AFTER GEAR DOWN SELECTION MADE. STARBOARD FLOW LIGHT ON AND SYSTEM HYDRAULIC PRESSURE DROPPED TO 300 PSI. BOTH HYDRAULIC PUMPS FOUND AERATED.									
5753		CESSNA 172M				BUSHING 0523919	SCRATCHED FLAP ATTACH	2/9/93	CA930217202
(CAN) SURFACES OF 4 BUSHINGS FOUND WITH IDENTICAL SCRATCHES OR NICKS. EACH BUSHING HAS 2 SCRATCHES. SUBMITTER SUSPECT A MANUFACTURING DEFECT.									
7603		CESSNA 172N	LYC O320H1AD			CONTROL 98630515	BROKEN THROTTLE	3619	2/8/93 CA930215403
(CAN) THROTTLE CONTROL BROKEN .50 INCH FROM COCKPIT END. CONTROL WAS VERY STIFF TO OPERATE AS TEMPERATURE WAS -20 DEGREES CELSIUS WHICH MAY HAVE CONTRIBUTED TO FAILURE.									
7603		CESSNA 172RG	LYC O360F1A6			CONTROL 98630568	BROKEN THROTTLE	5000	2/8/93 CA930215402
(CAN) THROTTLE CONTROL BROKE WHILE PULLING BACK TO REDUCE THROTTLE. COLD -20 DEGREES CELSIUS DAY MAY HAVE CONTRIBUTED TO FAILURE. CONTROL FAILED A HALF INCH FROM CABIN END.									
8530		CESSNA 172N	LYC O320H2AD	MCAULY 1C160DTM		STUD 68510	SHEARED NR 3 CYL EXH RKR	186	1/29/93 CA930205303
(CAN) DURING CRUISE FLIGHT, NR 3 CYLINDER EXHAUST ROCKER STUD SHEARED ALLOWING EXHAUST ROCKER ARM TO INTERFERE WITH INTAKE ROCKER FUNCTION. THIS CAUSED THE INTAKE PUSH ROD TO BEND, ALLOWED OIL TO ESCAPE FROM THE PUSH ROD TUBE. THE AIRCRAFT LANDED WITH NO SIGNIFICATION LOSS OF OIL PRESSURE.									
8520		CESSNA 180A	CONT O470K			THROUGH BOLT 6419311075	BROKEN NR 4/5 CYLS	930	8/15/92 CA930208428
(CAN) ENGINE FOUND TO BE LEAKING EXCESSIVE OIL. UPON INSPECTION THE CRANKCASE THROUGH-BOLTS LOCATED BETWEEN NR 4 AND NR 5 CYLINDERS WERE BROKEN. BOTH HALVES WERE RECOVERED.									
5531		CESSNA 185C				DOUBLER 07310271	CRACKED VERT STAB SPAR	2958	2/11/93 CA930217206
(CAN) CENTER PLY OF VERTICAL STAB SPAR ASSEMBLY FOUND CRACKED AT LOWER LT ELEVATOR TORQUE TUBE AREA. CRACK APPROX .3750 INCH LONG. ACFT TT: 4,461 HOURS.									
5712		CESSNA U206				RIB 12200691	CRACKED LT WING	6762	2/2/93 CA930208202
(CAN) CRACK IN RIB WHERE AILERON PULLEY MOUNTS AT MOUNTING BRACKET. SUBMITTER SUSPECTS POSSIBLE CAUSE OF CRACK IS AILERON CABLE TENSION CAUSING STRESS ON RIB. AIRCRAFT TT: 8,700 HOURS.									
2840		CESSNA 208				WIRES	CHAFED WING STA 33-53	5006	12/9/92 CA930208427
(CAN) INTERMITTENT, ERRONEOUS LOW FUEL LIGHT. ALSO, THE DEICER BOOTS ACTIVATED INTERMITTENTLY WHEN NOT SELECTED. WIRES FOUND CHAFED IN LT WING ROOT BETWEEN WS 33.50 AND WS 53.00. WIRE CHAFED WHERE IT PASSED THROUGH TY-WRAP SADDLES.									

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2410		CESSNA 401B			PRESTOLITE	DRIVE SPRING 640934	FAILED ALTERNATOR RT	1113	1/20/93 CA930128305
(CAN) IN CRUISE, BOTH ALTERNATORS FELL OFF-LINE. BOTH RESET, BUT RT WOULD NOT STAY ON. ALTERNATOR DRIVE SPRING FOUND UNWOUND.									
5320		CESSNA 402C				WEB 58130412	CRACKED NLG BAY	9483	1/20/93 CA930128303
(CAN) LT WEB SKIN FOUND CRACKED. CRACK IN AREA OF DRAG BRACE P/N 51420023. AIRCRAFT TT: 11,797.									
2750		CNDAIR CL6002B16	GE CF343A		ELDEC 60093000117	CONTROL 99409	FAILED FLAP	1	1/22/93 CA930208404
(CAN) FLAP FAIL LIGHT ON WITH NO SELECTION.									
2750		CNDAIR CL6002B16	GE CF343A		AIRESRCH 6009300071	DRIVE UNIT 117374	INTERMITTENT FLAP	1219	1/22/93 CA930208402
(CAN) DURING TROUBLESHOOTING OF A FLAP PROBLEM, POWER DRIVE UNIT WAS FOUND TO HAVE NO VOLTAGE OUTPUT AT P9CE PIN 12 (POTENTIOMETER). PART TC: 698.									
2750		CNDAIR CL6002B19	GE CF343A			SHAFT 852D10011	FAILED RT INB FLAPS	5362	10/19/97 CA971110011
(CAN) FLAPS FAILED AT EIGHT DEGREES ON APPROACH. CIRCUIT BREAKER RESET NO GOOD. REPLACED RIGHT HAND INBOARD FLAP INBOARD DRIVE FLEX SHAFT AND JACKSCREW ASSEMBLY. PART TC: 4,473.									
2760		CNDAIR CL6002A12			600906011025	SWITCH 102R	FAILED THROTTLE QUAD	464	2/2/93 CA930211404
(CAN) ON LANDING, SPOILERS DID NOT DEPLOY WHEN SELECTED. MAINTENANCE CHECK OF SYSTEM FOUND MICROSWITCH ARM S7 LOCATED IN THROTTLE QUADRANT ASSY BROKEN. THROTTLE QUADRANT ASSY REPLACED.									
2910		CNDAIR CL6002B16	GE CF343A		46193	PRIORITY VALVE 098	LEAKING NR 3 HYD SYS	881	1/19/93 CA930208412
(CAN) AFTER LANDING, NR 3 HYDRAULIC SYSTEM OBSERVED TO BE DECREASING IN QUANTITY. INSPECTION REVEALED HYDRAULIC FLUID RUNNING FROM CENTER KEEL AREA. THE LOSS OF FLUID WAS DUE TO LEAKING PRIORITY VALVE. PART TC: 407.									
3040		CNDAIR CL6002A12	GE CF341A			WINDOW 600330307	NO HEAT LT WINDOW	6084	1/27/93 CA930208413
(CAN) NO INDICATION OF HEAT ON LT COCKPIT WINDOW DURING TAXIING. NO RETURN TO BASE. WINDOW WAS REPLACED BECAUSE OF FAULTY HEATING ELEMENT. PART TOTAL CYCLES, 3,446.									
3040		CNDAIR CL6002A12			600330308	WINDSHIELD 352	OPEN ELEMENT RT	6104	2/2/93 CA930211411
(CAN) ELECTRICAL ELEMENT RT WINDSHIELD WAS FOUND TO BE INOPERATIVE WHEN SELECTED ON.									
3040		CNDAIR CL6002A12			6003303020	WINDSHIELD 430B	NO HEAT RT FRONT	6104	2/3/93 CA930211407
(CAN) RIGHT HAND FRONT WINDSHIELD DID NOT HEAT. MAINTENANCE CHECK FOUND HEATING ELEMENT OPEN/INOPERATIVE. NEW WINDSHIELD INSTALLED.									
5610		CNDAIR CL6002A12	GE CF341A		6003303019	WINDSHIELD 979	CRACKED COCKPIT	3819	2/3/93 CA930215406
(CAN) WINDSHIELD OUTER FACE PLY CRACKED. AIRCRAFT TT: 9,137 HOURS.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3240		CVAC 340CVAC			9560299	BRAKE 9532642	FAILED NR 2 BRAKE UNIT	1668	1/16/93 CA930208419
(CAN) ON PRE-TAKEOFF CHECK, THE PILOT NOTICED LOSS OF HYDRAULIC FLUID INDICATED. AIRCRAFT RETURNED TO GATE. DURING RETURN, EDP AND AIRCRAFT HYDRAULIC PRESSURE LOW LIGHTS CAME ON. MAINTENANCE CHECK REVEALED TOP CYLINDER HEAD OF BRAKE UNIT NR 2 HAD BLOWN OUT. BRAKE ASSY AND EDP REPLACED.									
2820		DHAV DHC6200	PWA PT6A20			B NUT	LOOSE FUEL SYS		1/28/93 CA930201101
(CAN) FUEL LEAK FROM JUNCTION OF WING STRUT AND FLOAT. LOOSE "B" NUT.									
3242		DHAV DHC6300	PWA PT6A27		CLEVELAND 40211	BRAKE DISC 40211	CRACKED MLG		12/14/92 CA930208422
(CAN) BRAKE DISC FOUND CRACKED ON DAILY INSPECTION. CRACKS EMANATED FROM STRESS RELIEF HOLES TO CENTRE OF DISC.									
3251		DHAV DHC6300	PWA PT6A27		HEROUX 7119013	STEERING ACT 7119013	STIFF NLG		12/9/92 CA930208415
(CAN) NOSE WHEEL STEERING HARD TO MOVE TO THE RIGHT, OK LEFT. SYSTEM RIGGED, STILL STIFF.									
3220		DHAV DHC7*	PWA PT6A20		MENASCO 165381	LEVER 165381	JAMMED NLG		11/30/92 CA930208403
(CAN) DURING NORMAL DOWN SELECTION, NOSE GEAR RED LIGHT INDICATING NOSE NOT SAFE. AIRCRAFT LANDED, NR 2 AND NR 3 ENGINE LEFT RUNNING. JACK PLACED UNDER NOSE DRAG STRUT PUSHED INTO SAFE POSITION. ROLL PIN AND LOCK WIRE MISSING, LEVER OFF, JAMMED BETWEEN DOWNLOCK RELEASE ACTUATOR AND DOWNLOCK MICROSWITCH.									
2761		DHAV DHC8*				ACTUATOR 6599503	LEAKING SPOILER		2/27/91 CA930215404
(CAN) ACTUATORS INTERNAL LEAKING ACROSS PISTON SEALS BECAUSE OF RESTRICTOR ON INLET SIDE. LEAKING CAUSES PRESSURE TO INCREASE AND EVENTUALLY CAUSE THE ACTUATOR TO EXTEND UP TO THE SPOILER PANEL. MOD 8/1680 HAS BEEN ISSUED.									
3222		DHAV DHC8102	PWA PW120A		ROTOL 8800121	STRUT 8800121	BROKEN NOSE		1/26/93 CA930208430
(CAN) PILOT REPORTED NOSE WHEEL SHIMMY. NOSE STRUT COLLAPSED. NO HYDRAULIC FLUID OR NITROGEN. LOCK FOR RETAINING NUT FOUND BROKEN. NUT BACKED OFF AND JAMMED BEARING.									
3230		DHAV DHC8*			RONSON 54C546347	VALVE 54C546347	INTERMITTENT NLG SEQUENCE		2/8/93 CA930215408
(CAN) AFTER TAKEOFF, GEAR UP, ALL THREE UP AND LOCKED. ALL DOORS CLOSED EXCEPT NLG DOORS. SOLENOID SEQUENCE VALVE REPLACED.									
3230		DHAV DHC8102	PWA PW120A		ROTOL 8200103	BUSHING 8200103	WORN NLG DRAG STRUT		1/9/93 CA930208420
(CAN) ON APPROACH, LANDING GEAR SELECTED DOWN BUT NOSE WOULD NOT EXTEND. ALTERNATE EXTENSION USED. INVESTIGATION REVEALED DRAG STRUT BUSHINGS WORN.									
3242		DHAV DHC8301	PWA PW123			BRAKE 21517	LEAKING NR 3		1/26/93 CA930216202
(CAN) PRIOR TO DEPARTURE, CREW NOTICED HYDRAULIC LEAK AT NR 3 BRAKE. NR 3 WHEEL BEARINGS FAILED AND HUB CAP MISSING.									
3246		DHAV DHC8311	PWA PW123			BEARING L713049	FAILED RT INB WHEEL		1/27/93 CA930201102
(CAN) RIGHT INBOARD WHEEL BEARING FAILED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326

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3246		DHAV DHC8311				WHEEL 314801	SEPARATED MLG NR 3		1/9/93 CA930208416
(CAN) ON TAKEOFF, AIRCRAFT EXPERIENCED A NR 3 POSITION MAIN WHEEL BEARING FAILURE. MAIN WHEEL AND PORTION OF AXLE SEPARATED FROM SHOCK STRUT.									
3251		DHAV DHC8301	PWA PW123			TRANSFER TUBE 89275	WORN NLG		1/21/93 CA930217208
(CAN) NLG STEERING ACTUATOR TRANSFER TUBE WORN AT ACTUATOR CASE CAUSED BY ROTATIONAL LOADING AND CONTACT WITH ACTUATOR HOUSING.									
3251		DHAV DHC8301	PWA PW123			TRANSFER TUBE 89275	WORN NLG STEERING		12/22/92 CA930216201
(CAN) NLG STEERING ACTUATOR TRANSFER TUBE WORN AT ACTUATOR CASE CAUSED BY ROTATIONAL LOADING AND CONTACT WITH ACTUATOR HOUSING.									
3320		DHAV DHC8311	GE CF7002D2			SOCKET BVO330012150	CORRODED BURNT OVERHEAD BIN		1/17/93 CA930217205
(CAN) ON DESCENT, SMOKE BEGAN COMING FROM OVERHEAD BIN MOUNTED LIGHT FIXTURE. LIGHTS TURNED OFF AND SMOKE STOPPED.									
4940		DHAV DHC8301	PWA PW123			RELAY AA4N103	STUCK CLOSED APU GEN/START		2/9/93 CA930217203
(CAN) ON DEPARTURE, APU FIRE WARNING CAME ON. FIRE BOTTLE DISCHARGED. HEAVY ELECTRICAL DRAW CAUSED OTHER PROBLEMS WITH CAUTION LIGHTS. APU STARTER/GENERATOR RELAY STUCK CLOSED.									
5350		DHAV DHC8103				FAIRING 85550011004	LOOSE HORIZ/VERT STAB		2/3/93 CA930211412
(CAN) ON DESCENT AT 210 KNOTS, STRONG BUFFETTING AIRCRAFT NOT CONTROLLABLE ON PITCH CHANGES. WHEN SPEED BELOW 210, KNOTS VIBRATION STOPPED.									
5510		DHAV DHC8102				BOLT MS2125010070	CRACKED HORIZ STAB		1/10/93 CA930215407
(CAN) MPI SHOWED A DISCONTINUITY IN THE HEAD TO SHANK RADIUS. ALSO SHOWED LAPPING AS A MANUFACTURER DEFECT.									
7314		DHAV DHC8311	PWA PW123			FUEL PUMP 3038823	LEAKING NR 2 ENGINE	3015	12/12/92 CA930201701
(CAN) NR 2 ENGINE FUEL CONTROL/ENGINE DRIVEN PUMP DRAIN LEAKING FUEL TO COLLECTOR BOX. NR 2 ENGINE FUEL PUMP REPLACED. PART TC: 4,505.									
8530		DOUG C54A	PWA R20007M2			PUSH ROD 33641	BROKEN NR 1 CYL EXHAUST	64	12/18/92 CA930202202
(CAN) IN CRUISE, NR 3 ENGINE BEGAN TO RUN ROUGH AND BACKFIRE. THE ENGINE WAS SHUTDOWN AND A PRECAUTIONARY LANDING WAS MADE. MAINTENANCE FOUND THE EXHAUST PUSH ROD OF NR 1 CYLINDER BROKEN OFF ONE INCH FROM THE TOP END.									
3232		EMB EMB120		HARTZL HCE3YR2	OZONE 458826	ROD END 757225	BROKEN LT MLG DOOR		1/11/98 AU980030
(AUS) LH MAIN LANDING GEAR DOOR RETRACTION RAM RODEND BROKEN ALLOWING THE DOOR TO REMAIN CLOSED. RETRACTING LANDING GEAR HAD PUSHED THE DOOR INTO THE WHEEL WELL BREAKING THE FORWARD HINGE AND BENDING THE REAR HINGE. THE DOOR ACTUATOR HAD ALSO BROKEN OFF AT THE UPPER ATTACHMENT POINT DUE TO CONTACT WITH THE DOOR.									
2742		FOKKER F28MK0100			MENASCO 234005	BOOST LINK 127543	BROKEN ELEV BOOST & ASSY		12/14/92 CA930208417
(CAN) ELEVATOR BOOSTER ASSY BOSS AT LINKAGE TO LOCKING SLEEVE BROKEN. INVESTIGATION ON-GOING. UPDATE REPORT TO FOLLOW FROM MENASCO INVESTIGATION.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260		PIPER PA31350				WIRE	BROKEN RT DOWN LOCK SW		1/27/93 CA930217301
(CAN) NO GREEN LIGHT ON GEAR DOWN SELECTION. INSP FOUND BROKEN WIRE AT RT DOWNLOCK SWITCH.									
3222		STBROS SD360				CAM	DAMAGED NLG STRUT		1/19/93 CA930217207
(CAN) DURING DISASSEMBLY FOR REPLACEMENT OF NLG STRUT SEALS, EXCESSIVE IMPACT DAMAGE NOTED ON LANDING GEAR CENTERING CAM LOBES AND WITH CORRESPONDING DAMAGE TO STRUT LOBES. DAMAGE MAY HAVE OCCURRED DURING TOW OPERATIONS, DURING WHICH STRUT EXTENDED WITH NOSE-WHEEL OFF CENTER AND CONNECTED TO TOW VEHICLE.									
5510		SWRNGN SA226TC	GARRTT TPE33110UA		2743000056	FASTENER HL18612	SHEARED RT HORIZ STAB	22653	1/7/93 CA930205304
(CAN) DURING ACCOMPLISHMENT OF SB 226-55-010, TWO HI-LOKS WERE FOUND SHEARED AT THE SPAR ATTACH FITTINGS OF THE RH HORIZONTAL STAB. THIS SB IS PART OF AD 92-16-11. AIRCRAFT TT: 28,400 HOURS.									
7500		SWRNGN SA226AT	GARRTT TPE3316			TUBE 2684316001	CRACKED LT ENG BLEED AIR		1/27/93 CA930208401
(CAN) LT ENGINE FIRE LIGHT ON IN CLIMB. ENGINE SHUTDOWN. FIRE LIGHT OUT. INSPECTION FOUND CRACKED BLEED AIR TUBE AT BELLOWS ATTACH AREA. BLEED AIR BLOWING ON FIRE DETECT PROBE. SUBMITTER SAYS CRACK FROM NORMAL WEAR AND TEAR.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	0	3	0	0	1	0	0	4
	CA	0	12	23	1	9	0	7	3	55
	CE 09	0	0	1	0	1	0	0	0	2
	GL 05	0	0	0	1	0	0	0	0	1
	SO 19	0	1	0	0	0	0	0	0	1
	SW 99	0	1	0	0	0	0	0	0	1
ABXA	GL 23	0	2	1	0	23	0	1	0	27
AMWA	CE 07	0	0	0	0	3	0	0	0	3
AN3R	WP 23	0	0	0	0	0	0	2	0	2
ARWA	SO 19	0	1	0	0	0	0	0	0	1
ASAA	NM 01	0	0	10	0	5	0	0	0	15
AWXA	WP 28	0	3	5	0	7	0	0	0	15
BIEA	EA 21	0	0	0	0	0	0	1	0	1
BJNA	WP 11	0	0	0	0	1	0	0	0	1
C2XA	SW 09	0	0	2	0	2	1	1	0	6
CALA	SW 09	0	2	7	0	52	0	0	0	61
CKSA	GL 23	0	1	1	0	13	0	0	0	15
CLCA	SO 19	0	2	0	0	1	0	0	0	3
COMA	SO 01	0	2	3	0	0	0	1	0	6
DALA	SO 27	0	3	13	0	34	0	2	0	52
DHLA	SO 01	0	0	0	0	68	0	0	0	68
DM4R	SO 19	0	1	0	0	0	0	0	0	1
EIAA	NM 09	0	2	0	0	0	0	1	0	3
ERKR	WP 07	0	0	0	0	9	0	0	0	9
EUJR	SW 05	0	0	0	0	1	0	0	0	1
FDEA	SO 25	0	6	2	1	14	0	2	0	25

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
FXLA	SO 19	0	1	0	0	0	0	0	0	1
GAIA	SW 07	0	0	3	0	16	0	0	0	19
GJQR	NM 01	0	1	0	0	0	0	0	0	1
GUUA	SO 19	0	1	5	0	2	0	1	0	9
HALA	WP 13	0	0	5	0	0	0	0	0	5
IPXA	SO 01	0	3	2	0	76	0	0	0	81
JGVR	CE 09	0	1	3	0	0	0	0	0	4
JJBA	EA 01	0	0	2	0	0	0	0	0	2
LEGR	NE 03	0	0	0	0	3	0	0	0	3
MALA	GL 15	0	5	21	0	1	0	1	0	28
MASA	SW 07	0	0	1	0	0	0	0	0	1
MWEA	GL 31	0	2	0	0	21	0	0	0	23
MYWA	SO 19	0	0	1	0	0	0	0	0	1
NWAA	GL 01	0	4	19	0	17	0	7	1	48
ORJA	WP 11	0	0	3	0	1	0	0	0	4
P2EA	CE 05	0	1	1	0	0	0	0	0	2
P5CA	WP 23	0	0	0	0	6	0	0	0	6
PCAA	EA 13	0	0	2	0	0	0	0	0	2
PLGA	NE 05	0	2	3	0	0	0	1	0	6
OX2R	EA 11	0	1	0	0	0	0	0	0	1
OXEA	NM 09	0	4	4	0	1	0	0	0	9
RAAA	AL 03	0	0	1	0	1	0	0	0	2
RENA	WP 01	0	1	0	0	0	0	1	0	2
REXA	SO 25	0	1	1	0	0	0	0	0	2
RRXA	WP 15	0	1	0	0	1	0	0	0	2
S2YA	GL 13	0	2	1	0	1	2	1	0	7
SADF	SO 23	0	0	0	0	0	0	1	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
SCNA	GL 15	0	6	2	0	2	0	2	0	12
SI3R	NE 03	0	0	0	0	0	0	2	0	2
SIMA	SW 21	0	0	1	0	0	0	0	0	1
SWAA	SW 07	0	5	4	0	42	0	1	0	52
SWIA	NM 07	0	0	1	0	0	0	0	0	1
TAOA	EA 15	0	0	2	0	0	0	0	0	2
TWAA	CE 05	0	2	5	0	0	0	0	0	7
TWRA	EA 15	0	1	0	0	0	0	0	0	1
UALA	WP 29	0	18	8	0	5	0	5	0	36
USAA	EA 19	0	4	15	0	39	0	3	0	61
VJ6A	SO 11	0	1	2	0	0	0	0	0	3
VNAA	GL 07	0	0	3	0	0	0	0	0	3
VTZA	EA 27	0	2	9	0	0	0	1	0	12
WTAA	WP 17	0	1	5	0	4	0	0	0	10
WWMA	WP 15	0	2	3	0	1	0	0	0	6
YADA	AL 01	0	1	0	0	0	0	0	0	1
ZZDA	SO 11	0	0	2	0	2	0	0	0	4
TOTALS		0	113	211	3	485	4	45	4	865

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	3	0	0	0	0	0	0	3
AEROSP	ATR42320	0	0	1	0	2	1	1	0	5
AEROSP	ATR72212	0	0	1	0	0	0	0	0	1
AIRBUS	A310222	0	1	0	0	0	0	0	0	1
AIRBUS	A320212	0	0	0	0	1	0	1	0	2
AIRBUS	A320212	0	0	1	0	0	0	0	0	1
AIRBUS	A320231	0	2	0	0	0	0	0	0	2
AIRBUS	A320232	0	2	1	0	0	0	1	0	4
AMD	FALCON50MYST	0	0	0	0	1	0	2	0	3
AMD	FALCOND	0	0	0	0	1	0	0	0	1
BAC	146300A	0	0	1	0	0	0	0	0	1
BAC	AVRO146RJ100	0	0	0	0	0	0	1	0	1
BAC	AVRO146RJ85A	0	1	0	0	0	0	0	0	1
BAG	BAE146100A	0	0	1	0	0	0	0	0	1
BAG	JETSTM3101	0	1	6	0	3	0	0	0	10
BAG	JETSTM3201	0	2	5	0	0	0	0	0	7
BEECH	1900	0	1	3	0	0	0	1	0	5
BEECH	1900C	0	1	2	0	2	0	0	0	5
BEECH	1900D	0	2	3	0	4	2	1	0	12
BEECH	1900D	0	0	0	0	0	1	0	0	1
BEECH	58	0	0	1	0	0	0	0	0	1
BEECH	B200	0	0	0	0	1	0	0	0	1
BOEING	727214	0	0	1	0	0	0	0	0	1
BOEING	727217	0	0	1	0	0	0	0	0	1
BOEING	72721C	0	0	0	0	2	0	0	0	2
BOEING	727222	0	9	1	0	3	0	1	0	14
BOEING	727223	0	0	1	0	19	0	0	0	20

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727224	0	0	1	0	0	0	0	0	1
BOEING	727225	0	0	3	0	1	0	0	0	4
BOEING	727227	0	2	1	0	6	0	0	0	9
BOEING	727231	0	0	1	0	0	0	0	0	1
BOEING	727232	0	1	6	0	10	0	0	0	17
BOEING	727233	0	2	1	0	5	0	1	0	9
BOEING	727247	0	0	0	0	12	0	0	0	12
BOEING	72725	0	0	0	0	1	0	0	0	1
BOEING	727251	0	0	1	0	2	0	0	0	3
BOEING	72725C	0	0	1	0	0	0	0	0	1
BOEING	727277	0	1	0	0	0	0	0	0	1
BOEING	7272A1	0	0	0	0	2	0	0	0	2
BOEING	7272J4	0	1	1	0	0	0	0	0	2
BOEING	7272S7	0	0	0	0	0	0	1	0	1
BOEING	72751C	0	1	0	0	21	0	0	0	22
BOEING	737200	0	0	2	0	2	0	0	0	4
BOEING	737201	0	0	1	0	33	0	0	0	34
BOEING	737205	0	1	0	0	0	0	0	0	1
BOEING	737214	0	0	1	0	1	0	0	0	2
BOEING	737222	0	2	1	0	0	0	0	0	3
BOEING	737232	0	0	0	0	1	0	0	0	1
BOEING	737277	0	1	2	0	0	0	0	0	3
BOEING	737298C	0	0	0	0	1	0	0	0	1
BOEING	7372A6	0	0	1	0	0	0	0	0	1
BOEING	7372B7	0	0	1	0	2	0	1	0	4
BOEING	7372H4	0	3	2	0	2	0	0	0	7
BOEING	7372T4	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7372X6C	0	0	1	0	0	0	0	0	1
BOEING	737301	0	0	0	0	0	0	2	0	2
BOEING	737322	0	1	2	0	1	0	0	0	4
BOEING	73733A	0	0	1	0	1	0	0	0	2
BOEING	7373A4	0	0	0	0	32	0	0	0	32
BOEING	7373B7	0	3	1	0	0	0	0	0	4
BOEING	7373G7	0	0	1	0	6	0	0	0	7
BOEING	7373H4	0	2	0	0	2	0	0	0	4
BOEING	7373Q8	0	0	0	0	0	0	1	0	1
BOEING	7373T0	0	0	1	0	5	0	0	0	6
BOEING	7373T5	0	0	1	0	0	0	0	0	1
BOEING	737401	0	0	3	0	0	0	0	0	3
BOEING	7374B7	0	0	2	0	0	0	0	0	2
BOEING	7374Q8	0	0	1	0	1	0	0	0	2
BOEING	7374S3	0	0	3	0	0	0	0	0	3
BOEING	737522	0	0	1	0	0	0	0	0	1
BOEING	747121	0	1	0	0	0	0	0	0	1
BOEING	747123	0	0	1	0	0	0	0	0	1
BOEING	747123F	0	1	0	0	0	0	0	0	1
BOEING	747128	0	0	0	0	6	0	0	0	6
BOEING	747132	0	2	0	0	0	0	1	0	3
BOEING	747227B	0	1	0	0	0	0	0	0	1
BOEING	747238B	0	1	0	0	0	0	0	0	1
BOEING	747251B	0	0	0	0	1	0	2	0	3
BOEING	747251F	0	0	0	0	0	0	0	1	1
BOEING	747269B	0	0	1	0	0	0	0	0	1
BOEING	747451	0	0	2	0	0	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	757222	0	1	3	0	0	0	1	0	5
BOEING	757224	0	0	0	0	1	0	0	0	1
BOEING	757225	0	0	0	0	1	0	0	0	1
BOEING	757232	0	0	1	0	5	0	0	0	6
BOEING	75723APF	0	2	0	0	1	0	0	0	3
BOEING	75728A	0	0	1	0	0	0	1	0	2
BOEING	75728A	0	0	1	0	0	0	2	0	3
BOEING	7572B7	0	0	1	0	0	0	0	0	1
BOEING	767222	0	0	0	0	0	0	1	0	1
BOEING	767232	0	0	1	0	3	0	0	0	4
BOEING	7672B7	0	0	1	0	0	0	0	0	1
BOEING	767322	0	2	0	0	0	0	0	0	2
BOEING	767332	0	0	0	0	1	0	1	0	2
BOEING	7673P6	0	0	0	0	0	0	1	0	1
BOEING	777222	0	1	0	0	0	0	0	0	1
BRAERO	BAE125800A	0	1	2	0	0	0	0	0	3
BRAERO	HS7482A	0	1	0	0	0	0	0	0	1
BRAERO	HS7482B	0	1	0	0	0	0	0	0	1
CESSNA	172M	0	0	0	0	1	0	0	0	1
CESSNA	172N	0	0	0	0	0	0	1	1	2
CESSNA	172RG	0	0	0	0	0	0	1	0	1
CESSNA	180A	0	0	0	0	0	0	0	1	1
CESSNA	185C	0	0	0	0	1	0	0	0	1
CESSNA	208	0	1	0	0	0	0	0	0	1
CESSNA	401B	0	1	0	0	0	0	0	0	1
CESSNA	402C	0	0	0	0	1	0	0	0	1
CESSNA	650	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CESSNA	U206	0	0	0	0	1	0	0	0	1
CNDAIR	CL6002A12	0	1	3	0	1	0	0	0	5
CNDAIR	CL6002B16	0	3	0	0	0	0	0	0	3
CNDAIR	CL6002B19	0	3	2	0	0	0	0	0	5
CVAC	34031	0	1	0	0	0	0	1	0	2
CVAC	340CVAC	0	0	1	0	0	0	0	0	1
DHAV	DHC6200	0	1	0	0	0	0	0	0	1
DHAV	DHC6300	0	0	2	0	0	0	0	0	2
DHAV	DHC7*	0	0	1	0	0	0	0	0	1
DHAV	DHC8*	0	1	1	0	0	0	0	0	2
DHAV	DHC8102	0	2	10	0	0	0	0	0	12
DHAV	DHC8102	0	0	0	0	1	0	0	0	1
DHAV	DHC8103	0	0	0	0	1	0	0	0	1
DHAV	DHC8202	0	2	2	0	0	0	0	0	4
DHAV	DHC8301	0	0	3	1	0	0	0	0	4
DHAV	DHC8311	0	0	2	0	0	0	1	0	3
DHAV	DHC8311	0	0	1	0	0	0	0	0	1
DORNER	DO328100	0	0	3	0	0	0	0	0	3
DOUG	C54A	0	0	0	0	0	0	0	1	1
DOUG	DC10*	0	2	0	0	0	0	0	0	2
DOUG	DC1010	0	0	4	0	37	0	1	0	42
DOUG	DC1010F	0	0	0	0	0	0	1	0	1
DOUG	DC1015	0	0	0	0	0	0	1	0	1
DOUG	DC1030	0	0	2	0	7	0	1	0	10
DOUG	DC1030F	0	2	0	0	0	0	0	0	2
DOUG	DC1040	0	0	0	0	2	0	2	0	4
DOUG	DC855	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC861	0	2	0	0	7	0	1	0	10
DOUG	DC861F	0	0	0	0	4	0	0	0	4
DOUG	DC862	0	1	0	0	0	0	0	0	1
DOUG	DC863F	0	1	0	0	9	0	0	0	10
DOUG	DC871F	0	1	0	0	30	0	0	0	31
DOUG	DC873F	0	0	0	0	91	0	0	0	91
DOUG	DC914	0	0	0	0	2	0	1	0	3
DOUG	DC931	0	3	12	0	17	0	0	0	32
DOUG	DC932	0	3	9	0	24	0	0	0	36
DOUG	DC934	0	0	1	0	0	0	0	0	1
DOUG	DC941	0	0	1	0	1	0	0	0	2
DOUG	DC951	0	0	7	0	9	0	0	0	16
DOUG	DC981	0	0	0	0	10	0	0	0	10
DOUG	DC982	0	3	6	0	2	0	0	0	11
DOUG	DC983	0	0	4	0	2	0	0	0	6
DOUG	DC987	0	0	0	0	1	0	0	0	1
DOUG	MD11F	0	0	0	1	0	0	0	0	1
DOUG	MD88	0	4	2	0	2	0	0	0	8
EMB	EMB120	0	0	1	0	0	0	0	0	1
EMB	EMB120ER	0	0	1	0	0	0	0	0	1
EMB	EMB120RT	0	0	3	0	1	0	1	0	5
FOKKER	F28MK0100	0	0	2	0	0	0	0	0	2
FOKKER	F28MK0100	0	1	0	0	0	0	0	0	1
FOKKER	F28MK4000	0	1	2	0	1	0	0	0	4
GULSTM	G1159B	0	0	0	0	3	0	0	0	3
GULSTM	GIV	0	1	0	1	0	0	0	0	2
ISRAEL	ASTRASPX	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
JETAIR	JETSTM4101	0	0	3	0	0	0	1	0	4
LEAR	35A	0	0	1	0	0	0	0	0	1
LKHEED	10113851	0	0	2	0	2	0	0	0	4
LKHEED	1011385115	0	0	0	0	1	0	0	0	1
LKHEED	10113853	0	0	1	0	0	0	0	0	1
LKHEED	188C	0	0	1	0	1	0	0	0	2
PIPER	PA31350	0	0	1	0	0	0	0	0	1
PIPER	PA34200T	0	0	0	0	0	0	1	0	1
RAYTHN	HAWKER800XP	0	0	1	0	0	0	0	0	1
SAAB	340B	0	7	10	0	1	0	0	0	18
SAAB	SF340A	0	1	12	0	1	0	2	0	16
SAAB	SF340A	0	0	0	0	0	0	2	0	2
STBROS	SD360	0	0	1	0	0	0	0	0	1
SWRNGN	SA226AT	0	0	0	0	0	0	1	0	1
SWRNGN	SA226TC	0	0	0	0	1	0	0	0	1
TOTALS		0	113	211	3	485	4	45	4	865

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**2/22/98 To 2/28/98 ISSUE: 98-09 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
ABXA	ABX AIR INC	GL23
AMWA	AIR MIDWEST INC	CE07
AN3R	CFC AVIATION SERVICES	WP23
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
AWXA	AMERICA WEST AIRLINES INC	WP28
BJNA	TEM ENTERPRISES INC	WP11
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
CLCA	CHALLENGE AIR CARGO INC	SO19
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
DM4R	AIRCRAFT SYSTEMS DIV OF COM-JET COR	SO19
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
ERKR	EVERGREEN AIR CENTER INC	WP07
EUJR	E U A AIR SUPPORT INC	SW05
FDEA	FEDERAL EXPRESS CORP	SO25
FXLA	FINE AIRLINES INC	SO19
GAIA	KITTY HAWK AIRCARGO INC	SW07
GJQR	WEYERHAEUSER CO	NM01
GUUA	GULFSTREAM INTERNATIONAL AIRLINES I	SO19
HALA	HAWAIIAN AIRLINES INC	WP13
IPXA	UNITED PARCEL SERVICE CO	SO01
JGVR	DUNCAN AVIATION INC	CE09
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
LEGR	K-C AVIATION	NE03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MYWA	MIAMI AIR INTERNATIONAL INC	SO19
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P2EA	VANGUARD AIRLINES INC	CE05
P5CA	POLAR AIR CARGO INC	WP23

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
PCAA	ALLEGHENY AIRLINES INC	EA13
PLGA	BUSINESS EXPRESS INC	NE05
OX2R	MATTITUCK AIRBASE INC	EA11
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RENA	RENOWN AVIATION INC	WP01
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
S2YA	ASTRAL AVIATION INC	GL13
SADF	SOCIEDAD AERONAUTICA MEDELLIN	SO23
SCNA	SUN COUNTRY AIRLINES INC	GL15
SI3R	UNITED TECHNOLOGIES CORP	NE03
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
YADA	ALASKA CENTRAL EXPRESS INC	AL01
ZZDA	AIRTRAN AIRWAYS INC	SO11

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.